

**BUMPER ISSUE**

**RISING STARS SPECIAL**

# MOTORSPORT NEWS

■ MARCH 31 2022 ■ EVERY THURSDAY ■ £4.99 ■ FORMERLY MOTORING NEWS

Advertising enquiries: 01722 440757

**SPECIAL! 12-PAGE INSIGHT INTO UP-AND-COMING STARS**

THE VOICE OF BRITISH MOTORSPORT

**MOTORSPORT NEWS**

**CONTINUING THE SHARP RISE**

He beat the Formula Ford Festival's stars, now Jamie wants the title p24

We pick out some of the names who are going to make a splash in 2022

**HERALDING THE NEW GENERATION**

By Matt James

Welcome to the Motorsport News Rising Stars special, where we take an in-depth look at some of the home-grown talents from across the racing and rallying landscape ahead of what will be a highly competitive season.

As for all disciplines of motorsport, there is nothing more satisfying for a spectator than to pick out an up-and-coming talent and watch them make their way through the ranks to the top. Sometimes the race gets it right, sometimes they get it wrong, but following the progress is one of the most pleasurable things in competition.

Motorsport News and its reports are available on our website, print and podcast all year round and we have hand-picked some of the drivers to watch this season.

**SHORT OVALS TEENAGE**



**We pick out the talents who will shine in the season ahead, starts p19**

*Seven-time World champion left frustrated by scoring just a single point in Jeddah showdown*

## LEWIS: MERCEDES DESPERATE TO REGAIN LOST MOMENTUM



Hamilton: answers needed

Mercedes is desperate to unlock more speed

**K** KELSEYmedia

14

9 770027 226981

£4.99

By Matt James

**Britain Lewis Hamilton says it is impossible to fight for grand prix wins unless his Mercedes car is radically overhauled.**

The seven-time World title winner struggled in the Saudi Arabian Grand Prix last weekend and could only manage 10th spot in a strategy-affected run. Team-mate George Russell secured fifth position, while Max Verstappen took his maiden win of 2022 after a tense battle with Ferrari's Charles Leclerc.

Hamilton said that the Mercedes engineering brains needed to come up with a solution to unlock the pace from his W13 chassis.

He also said that there could be several areas of the car that need beefing up to enable Merc to fight with Red Bull and Ferrari.

Hamilton said: "We are down on speed and on the speed track. I don't know if that is just one fix or several things, I don't know how much drag we have compared to the others, but it feels like a lot."

**Full story, page 5**

**Max wins a thriller in Jeddah! Report, page 4**



THE VOICE OF BRITISH MOTORSPORT

**MOTORSPORT NEWS**

**INTERVIEW**

**READERS' Q&A: ALASTAIR CALDWELL**

**F1 title-winning team manager in the hot seat p32**



**REPORT**

**EDWARDS TAKES FIAT GLORY**

**British champ comes out on top in Wales p38**



0e479381-0069-45af-b2a9-c0a37e1e14de



20<sup>th</sup> ANNIVERSARY

# SILVERSTONE JAPFEST

POWERED BY

 TURBOZENTRUM

# SUNDAY 10TH APRIL 2022

## SILVERSTONE CIRCUIT

**BOOK  
NOW\***

VISIT **WWW.JAPFEST.CO.UK**  
TO BOOK YOUR TICKETS



\* Booking fee applies. Under 18s must be accompanied by an adult. All attractions are subject to change. Advance public tickets sales close Midnight Friday 8th April 2022. Warning motorsport can be dangerous.



0e479381-0069-45af-b2a9-c0a37e1e14de



## COMMENT

Photo: Motorsport Images, Red Bull Content Pool, mcklein-imagedatabase.com



There was a feeling of unease throughout the grand prix weekend in Saudi Arabia

# FORMULA 1 MUST THINK AGAIN

**T**here was a certain uneasy feeling surrounding the Saudi Arabian Grand Prix in Jeddah last weekend. And that was before the nearby missile attack on Friday, which caused late-night meetings and a genuine discussion about cancelling the race.

The national media supposed that the reason the race was given the green light was due to the finances that underpin it, and, given grand prix racing's track record (remember the Covid-hit Melbourne race in 2020, anyone?) that argument seems to carry water.

It just added to the concerns. Firstly, the high-speed circuit is, perhaps, a step too far for Formula 1. Mick Schumacher's accident on Saturday during qualifying highlighted just how dangerous the venue is. Given the focus on safety and all the measures that have been introduced into grand prix racing, it is astonishing that drivers are expected to go flat out with zero run off and poor visibility through a number of the corners.

Before the opening grand prix in the country last year, several drivers raised their voices on Saudi Arabia's human rights track record and Lewis Hamilton wore a special crash helmet to highlight the cause of equality. These arguments just add weight to the fact that Formula 1 should not be racing in the country at all. And we haven't even touched on the Yemen issue.

Grand prix racing bosses say that they are present in the country to highlight the issues and hosting a grand prix in Jeddah shines a spotlight on the issues. That is a very hard argument to swallow – what, exactly, has having a Formula 1 race done to alleviate the problems? The square root of nothing, is our guess.

Given that countries are tripping over themselves to host a high-profile grand prix – or so we are told – you have to think that there are many more appropriate places for one of the globe's richest sports to ply its trade.

It is a good job that the actual action on track was a belter, as Max Verstappen and Charles Leclerc went toe-to-toe again in a breathless race. It was great to watch, but it shouldn't take the focus away from the wider issues.

In this issue, we pick out our young drivers to watch in 2022 and it has been a pleasure to hear the stories from each of them. Motor racing can be a fickle sport and none of the drivers we have spoken to are guaranteed success, but they are all worthy. It will be interesting to follow their progress over the forthcoming season.

Graham Keilloh puts the readers' questions to Alastair Caldwell in a full-throttle Q&A, and the former McLaren team manager – and current classic rally enthusiast – certainly doesn't hold back with his opinions.

Also in this issue, we have the results of our MN poll to uncover your favourite rallying machine and we launch our next monthly poll to determine which driver had the best crash helmet design. Turn to page 40-41 to find out how to get involved.

**Matt James**

Editor, Motorsport News  
matt.james@kelsey.co.uk



## MOTORSPORT NEWS

ISSUE MJ3327 MARCH 31 2022

## IN THIS ISSUE

**P4**



**Champion on top of the world**  
Max wins a thriller in Saudi Arabia

**P16**



**A modern rallying classic?**

The results of the MN favourite rally car poll are in

## YOUNG DRIVER SPECIAL

We hand-pick the drivers who will write the headlines in 2022



**P19**



**P32**

## Readers' Q&A: Alastair Caldwell

The pitwall mastermind tackles the questions from the MN readers

Report: Saudi Arabia Grand Prix	4
News: Racing	5
News: Rallying	11
News: Sporting Scene	14
News: Historics	15
MN Poll: Favourite rally cars	16
Special: Young drivers	19-30
Q&A: Alastair Caldwell	32
Report: Rally North Wales	38
Report: National racing	39
MN Poll: Top crash helmets	40
Column: Dan Cammish	42
What's on/readers photos	43

**P40**



King of lids: Search for most-loved helmet designs

FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P43

0e479381-0069-45af-b2a9-c0a37e1e14de



# FORMULA 1 REPORT: SAUDI ARABIA

Photos: Motorsport Images



Verstappen had to fight hard for victory



There was redemption for the Red Bull team after its Bahrain dramas

## MAX AND CHARLES PUT ON ONE HECK OF A SHOW

Red Bull and Ferrari put concerns to one side. By **James Roberts**



Perez was in the lead but was scuppered by safety car



George Russell said he got the most from his Mercedes

### F1 RESULTS

**Saudi Arabian Grand Prix,**  
**Laps: 50 Distance: 308.45km Track: Jeddah International**

	DRIVER	TEAM/CAR	TIME
1	Max Verstappen	Red Bull	1h24m19.293s
2	Charles Leclerc	Ferrari	+0.549s
3	Carlos Sainz	Ferrari	+8.097s
4	Sergio Perez	Red Bull	+10.800s
5	George Russell	Mercedes	+32.732s
6	Esteban Ocon	Alpine-Renault	+56.017s
7	Lando Norris	McLaren-Mercedes	+56.124s
8	Pierre Gasly	AlphaTauri	+1m02.946s
9	Kevin Magnussen	Haas-Ferrari	+1m04.308s
10	Lewis Hamilton	Mercedes	+1m13.948s

11 Guanyu Zhou (Alfa Romeo-Ferrari) +1m22.215s; 12 Nico Hulkenberg (Aston Martin-Mercedes) +1m31.742s; 13 Lance Stroll (Aston Martin-Mercedes) -1 lap; 14 Alexander Albon (Williams-Mercedes) 47 laps/accident; 15 Valtteri Bottas (Alfa Romeo-Ferrari) 36 laps/engine; 16 Fernando Alonso (Alpine-Renault) 35 laps/retired; 17 Daniel Ricciardo (McLaren-Mercedes) 35 laps/retired; 18 Nicholas Latifi (Williams-Mercedes) 14 laps/accident; 19 Yuki Tsunoda (AlphaTauri) 0 laps/DNS.  
**Drivers' Championship:** 1 Leclerc 45 points; 2 Sainz 33; 3 Verstappen 25; 4 Russell 22; 5 Hamilton 16; 6 Ocon 14. **Constructors' Championship:** 1 Ferrari 78 points; 2 Mercedes 38; 3 Red Bull 37; 4 Alpine-Renault 16; 5 Haas-Ferrari 12; 6 Alfa Romeo-Ferrari 9.



Lando Norris claimed McLaren's first 2022 points

**T**his could be quite a season. Two races down and it appears Charles Leclerc is going to be Max Verstappen's biggest challenger for this year's World title. After their duel in Bahrain, the former karting rivals put up another thrilling fight under the floodlights of Jeddah's high-speed circuit on the corniche.

The reigning World champion snatched victory from the Ferrari driver just three laps from the chequered flag. The pair had swapped positions a few laps before the winning move – and they had even tried to brake *before* each other going into the final corner in a bid to get the DRS activation. But it was Max who held on to clinch the 21st win of his career.

“It wasn’t enough today, but I really enjoyed that race,” said Leclerc. “It’s hard racing but it’s fair and every race should be like this. It was fun, but I’m obviously disappointed, I wanted to win today.”

Leclerc looked to have the measure of Verstappen after he’d taken the lead during an early safety car intervention. Pole position holder Sergio Perez led the opening laps, but he pitted right before Nicholas Latifi smashed his Williams into the outside wall at the final corner on lap 16.

The safety car appeared to clear up the Canadian’s mess and the reshuffle in the order put Leclerc in the lead, ahead of Verstappen, Sainz and the hapless Perez. One of the drivers not to pit at this stage was Lewis Hamilton. A combination of a troublesome set-up and a lack of straightline speed had put the British driver an uncharacteristically lowly 15th on the grid but at half-distance he was running sixth.

Behind the leaders there was a thrilling scrap between the two Alpines, with Fernando Alonso getting the better of his team-mate Esteban Ocon. Unfortunately, Alonso’s fine race came to a premature end when he lost power on lap 36. A lap later Dan Ricciardo suffered a similar fate in his McLaren and the pair came to a halt at the entry to the pitlane.

The double retirement didn’t necessitate a full safety car, but the (new) FIA race director neutralised the contest with a VSC – and closed the pits. Unfortunately



Ocon (ahead) and Alpine F1 team-mate Alonso had a tense duel

that ruined Hamilton’s opportunity to capitalise on his position and he ultimately finished 10th.

Just the one use of the safety car came to a relief for many who feared a repeat of last December’s inaugural race whereby accidents and red flags were plentiful. There’s no doubt the high-speed nature of the Jeddah Corniche Circuit, in combination with its concrete barriers and lack of run-off, does heighten emotions among the competitors.

On Thursday morning, a conversation with a paddock colleague mentioned these concerns. “Pretty dangerous here, isn’t it?” they said. “What, with the proximity to Yemen and the conflict?” I replied. “No, I mean Turn 10...”

Ironically, both issues came into sharp focus as weekend developed. Firstly a plume of smoke during FP1 was the result of the Yemeni Houthis landing a missile into an Aramco oil refinery just a few miles from the track. That raised alarm bells for many. Late into Friday evening the drivers locked themselves into a room, discussing their willingness to continue with the event. But after four hours of consultation with F1 leaders and the Saudi authorities, they decided not to boycott the race.

Then on Saturday, there was more drama when Mick Schumacher did crash heavily at Turn 10. He hit the barriers at high-speed and destroyed his Haas – ruling himself out of the race. Although he was unhurt, the German did make a precautionary trip to hospital on Saturday evening.

Despite these two issues in the lead up to Sunday, the race itself was adjudged to be a success, thanks to the thrilling battle for the lead between Verstappen and Leclerc.

The Ferrari had more downforce and was quicker in the first section of the lap, while Verstappen had greater top speed. Like Bahrain, the DRS looked more effective, but the cat-and-mouse passing and re-passing could additionally be down to the new aero rules. However, tyre management continues to be a factor and part of Verstappen’s plan of attack was to take advantage of Leclerc’s higher degradation in the closing stages.

There was a potential chance of the Ferrari fighting back on the penultimate lap. Unfortunately Alex Albon’s Williams and Lance Stroll’s Aston Martin made contact at Turn 1, forcing Albon to retire, and bringing out the yellow flags. That effectively decided the race and Max held on with a winning margin of just half a second.



RACING NEWS



Bearman missed warnings

“OVERSIGHT” COSTS BEARMAN DEBUT FIA F3 WIN

British rising star Oliver Bearman has said losing FIA Formula 3 debut victory at Bahrain 10 days ago was related to him and his team missing official track-limit communications.

The 16-year-old Ferrari Driver Academy member, competing with Prema Racing, was first home in the season-opening sprint race, but he was quickly handed a five-second track-limits penalty that dropped him to second in the results.

Bearman at the time expressed confusion at this, stating he was only aware of exceeding track limits once. However he told Motorsport News last week that he now understands his sanction.

“I was doing track limits at Turn 4, I did it four times, not really knowingly, I think they were super stringent with it,” Bearman told MN. “I must have been centimetres over, nothing crazy, not taking the mick or anything. “The warnings weren’t seen by me on the straight or by the team on the communication. So it just wasn’t communicated to me. So it was a bit 60/40: I shouldn’t have done the track limits but I didn’t know I was doing it. That was a bit of an oversight from both parties but I only lost one point.

“As a baseline weekend it was quite good. Still a few things to work on like as a team we struggled a bit in quali. The races I was quite happy with.”

Bearman left the Bahrain double header third in the table, eight points off leader Victor Martins, after adding a sixth-place finish in the feature race.

VETTEL EXPECTED TO RETURN FOR AUSTRALIA

Nico Hulkenberg finished 12th in what is likely to be his final grand prix appearance of the season for Aston Martin.

The German, the 2015 Le Mans 24 Hours winner, was drafted into the team again in Jeddah last weekend as Sebastian Vettel had yet to return a negative Covid test.

Hulkenberg, who finished 17th in Bahrain after a last-minute call up, will return to the sidelines as the four-time title-winner Vettel is expected to be fit to return to the cockpit in time for the Australian Grand Prix on April 10.

Aston Martin has yet to register a point in this year’s constructors’ competition. Hulkenberg’s finish in Saudi Arabia matched the team’s best performance from its four starts so far.



Hulkenberg finished in 12th

MERCEDES PROMISES FIGHTBACK AS CAR PROBLEMS RAMP UP

Hamilton’s team looking for answers to W13’s poor performance



Hamilton: Merc is struggling

Photo: Motorsport Images

By Matt James

Lewis Hamilton says Mercedes needs to find more grip and a more speed to be able to challenge at the front of the grand prix grid.

While Hamilton’s team-mate George Russell finished in fifth spot in the Saudi Arabian Grand Prix last weekend, the seven-time World champion was scuppered by a late-race safety car and finished in 10th spot. Hamilton is fifth in the drivers’ points but is 31 points behind leader Charles Leclerc.

Hamilton said: “Right now we are not fighting for the top step, we are still far off the guys who are ahead and we’ve got a lot of work to do. It feels like a long way away.

“I think we will keep working hard and keep fighting because that’s all we can do.”

Mercedes team boss Toto Wolff has promised hard work from the team to rectify the problems with the car, which



Wolff: work promised

centre around it porpoising (see sidebar).

Wolff said: “We’re not going to rest until we are back in the mix. But... it’s no fun at all. [It’s] an exercise in humility, and it’s going to make us stronger in the end, even though it’s not funny right now.

“We’re not running the car where we wanted to run it. Therefore it’s very difficult to really assess what the lap time deficit is if we were able to run the car lower.

“I would very much hope that the gap is much closer to what we’ve seen [in Saudi Arabia]. But there are deficits everywhere.”

Russell says porpoising solution could cure W13’s problems

Mercedes driver George Russell says that his car can be competitive if boffins can sort out the chassis’ porpoising.

The W13’s instability on the straights means that Russell and team-mate Hamilton are having to run the machine higher than is ideal, and that has negatively affected

the handling and grip levels.

After finishing in fifth spot in the Saudi Arabian Grand Prix last weekend, Russell said: “There’s so many factors at play between the mechanical stiffness of the car and then the stiffness of the floors, the design of the floors, tyre pressures.

“Engine mode as well, the faster you go the worse it gets, so it makes it harder for qualifying because we turn the engines up, maximum power, go quicker down the straight which causes more downforce and causes more porpoising. So we almost need to pre-empt this issue and also in the race

when you have the DRS closed, you have more downforce than you do with the DRS open, and that’s another factor we need to consider.

“We’re still learning and that’s why we’re far from optimal. But that’s why I said if we solve the porpoising, that would cure I would say 99% of our issues.”



Russell was frustrated



Mick Schumacher was forced out of the race after crash

SCHUMACHER SHRUGS OFF HUGE QUALIFYING ACCIDENT IN JEDDAH

Haas driver Mick Schumacher says he would have been ready to race in last weekend’s Saudi Arabian Grand Prix despite a big accident in qualifying that destroyed his racer.

The German crashed in the second period of qualifying and was ruled out of the race. He said he would have been happy to take part, but the team preferred

to save any spare parts ahead of the next grand prix in Australia.

Schumacher, who was at the race on Sunday, said: “It was a big one. From what I heard, we were like around 270kph when I did hit that wall. I think in a road car, that wouldn’t look quite well. But I mean, luckily, the cars are so safe these days that I was able to walk away

from it and stand here with no issues.

“Let’s say it like this, once I lost the rear, I knew what was coming. So I could prepare for it.”

Team-mate Kevin Magnussen finished ninth in Jeddah and the Haas team sits fifth in the constructors’ championship standings.

DRIVERS CONSULTED ON ATTACK IN SAUDI ARABIA

Leading drivers and team managers decided to race in Saudi Arabia last weekend despite a missile attack near the Jeddah circuit in the build-up to the grand prix.

The attack took place just before second practice and the start of the session was delayed by 15 minutes as drivers, team officials and Formula 1 bosses met to discuss

the situation. After assurances from the country’s government that safety would be ramped up, the stakeholders decided to go ahead.

A statement from the Grand Prix Drivers’ Association ahead of the race read: “On seeing the smoke from the incident, it was difficult to remain a fully focused race driver and erase natural human concerns. A large variety of opinions were

shared [in the meeting] and debated and, having listened not only to the F1 powers but also to the Saudi government ministers – who explained how security measures were being elevated to the maximum.”

Concerns were also voiced about the safety of the remodelled track, even before Mick Schumacher’s qualifying accident.




Saudi Arabian Grand Prix nearly didn’t happen



RACING NEWS

OBITUARY

Reine Wisell  
1941-2022



Reine Wisell in F1

Former grand prix driver Reine Wisell passed away last week aged 80 at his home in Thailand. The Swede, who won his domestic Formula 3 championship in 1967, served his apprenticeship in sportscars and Formula 5000 and finally graduated to Formula 1 in 1970 for the Lotus Team, replacing the retired John Miles. He finished on the podium on his F1 debut at Watkins Glen. Wisell, who had been an early rival of Ronnie Peterson, remained with Lotus team for the majority of the 1971 campaign. He was in the points in four races and finished 12th in the World championship. His career began to stall when he joined BRM in 1972. With an unreliable car and a revolving door of drivers, Wisell struggled to make the impact that his earlier performances had suggested he might. His final grand prix was his home race in 1974. Wisell had remained active in sportscar and took part in the Le Mans 24 Hours on four occasions. He also contested the Spa 24 Hours on several occasions, and his last appearance was in 1981. He then walked away from the sport.

BUXTON LANDS TOP ROLE WITH  
BTC RACING TIN-TOP ASSAULT  
Title-winning racer takes the reins at ambitious Honda Civic squad for 2022

Photos: Jakob Ebrey, Motorsport Images



Buxton will head up the BTC fleet

By Matt James

Former tin-top racer Danny Buxton has joined the BTC Racing British Touring Car Championship squad as team principal and thinks there is no reason the operation can't match the category's powerhouses. Buxton will oversee the entire operation of Steve Dudman's

team as Dudman focuses on other parts of his business empire. Renault Clio Cup title winner Buxton, who was head of McLaren's customer GT racing division and previously ran the Scuderia Vittoria team, said the temptation to get back on the pitwall was too strong for him to turn down the chance. "I am a winner, and I love to be out there making things happen,"

Buxton told Motorsport News. "I was doing some work coaching [BTC Racing driver] Josh Cook and got to know Steve Dudman. He is full of enthusiasm and drive, and he is as serious about winning as I am. This made the switch so appealing for me." The Brackley-based squad will continue to run its Honda Civic Type R machines this season, fitted with the new-

for-2022 hybrid units. Josh Cook, Senna Proctor and Jade Edwards drove for BTC Racing last term. No drivers have yet been confirmed for this year and, despite holding four 2022 entry licences, it is uncertain how many cars it will field. Buxton said that the BTCC was the primary focus for the team, but he would be able to look at expanding the squad into other

categories. "As soon as I looked into BTC and its set-up, you can tell it is geared up to win and the foundations behind the team are as good as anywhere I have seen. The BTCC is the bread and butter but, with my contacts, there is no reason we can't look to grow into GT racing or anything else. I really can't wait to get started: I am very energised about this."

ROOKIES SIGNED UP AMID 2022 W SERIES LINE-UP

Bosses of the all-female W Series have revealed the entry list for the 2022 competition with five rookies among the 17 confirmed entrants. Eight of the championship's 17 drivers were automatically selected for the starting grid due to previous performances in W Series while nine more have been selected following two pre-season test sessions. W Series racing director Dave Ryan said: "This year, we expanded our driver search and testing programme by staging pre-season tests in both the USA and Europe, and that has paid dividends. The class of 2022

represents 10 different countries, and more than a quarter of the grid are new talents making their W Series debut. "The five rookies are well prepared and join a group of proven W Series performers who know what it is all about. In the spirit of the W Series, they will all drive each other forwards." The five rookies are Tereza Babickova, Bianca Bustamante, Chloe Chambers, Emely De Heus and Juju Noda. The category will support eight Formula 1 grands prix this season and the maiden round this term will be in Miami on May 6-8.

- ENTRIES
- W Series
- Tereza Babickova (CZE)

Bianca Bustamante (PHL)

Jamie Chadwick (GBR)

Chloa Chambers (USA)

Emely De Heus (NED)

Belen Garcia (ESP)

Marta Garcia (ESP)

Jessica Hawkins (GBR)

Emma Kimilainen (FIN)

Nerea Marti (ESP)

Sarah Moore (GBR)

Juju Noda (JPN)

Alice Powell (GBR)

Abbi Pulling (GBR)

Bruna Tomaselli (BRA)

Beitske Visser (NED)

Fabienne Wohlwend (LIE)



The W Series will feature a raft of newcomers this year



The Alpine crew marched to a dominant ring in the 1000-mile opener in Sebring

TOYOTA BOSSES MIFFED AT SPEED OF RIVAL ALPINE CAR

Toyota fears that it will not be able to compete for regular wins in the World Endurance Championship this season unless the balance of performance rules are tweaked. The Japanese team was soundly defeated by the grandfathered LMP1 Alpine A480 of Nicolas Lapierre, Andre Negrao and Matthieu Vaxiviere at the opening at Sebring two weeks ago and

team principal Kamui Kobayashi has said that there was no way his machines could keep pace with the French onslaught. Kobayashi told Autosport: "It was really tough, what they gave us with the balance of performance. We were not as quick as we expected, we couldn't beat the LMP2 [class cars] in qualifying. Alpine was 1.2s a lap

faster than us on the averages. It's another category. Even their drivers were not pushing. We were pushing hard and we are still slow. "It's a shame, to be honest. Something called a Hypercar should be a bit quicker than that. It's all about what the ACO decides [with the BoP]. But it's not positive for the spectators."

BYKOLLES AIMS TO BRING VANWALL TO LE MANS

The ByKolles sportscar team has said it is ready to bring the Vanwall name back to motorsport and is in a position to enter next year's Le Mans if organisers give the squad the green light to participate. The team had tried to enter this year's World Endurance Championship but its non-hybrid

Hypercar application was turned down. However, team boss Colin Kolles has told Autosport that the squad is ready to go if allowed. "If we receive a welcome, we will be ready to race," Kolles said, although he added that the decision was out of his hands. "All I can say is that we have built a product to a very

high standard." The car, which will be powered by a 4.5-litre normally aspirated Gibson engine, will also for the basis of a road car and a trackday machine. Plans to enter the machine in earlier races had been thwarted by parts supply issues due to Covid and Brexit, Kolles added.



ByKolles: car is good to go

NEW INDYCAR ENGINES BREAK COVER

The ramped-up IndyCar engine, due for introduction into the series in 2024, has been tested for the first time this week on the Indianapolis road course. The series will boost its power output in 2024, when new 2.4-litre hybrid motors come on stream. With the boosted electric power, the single-seaters could boast as much as 1000bhp.

The engines were due to be installed in time for 2023, but supply problems meant the switch has been moved back 12 months. Instead, the series will use its traditional 2.2-litre motors for one final season next year. Penske ran Chevrolet's version of the upgraded powerplant while Chip Ganassi Racing used the new parts for Honda.



# TRAX

THE ULTIMATE PERFORMANCE CAR EVENT

POWERED BY  
**TURBOZENTRUM**

**BOOK  
YOUR TICKETS  
NOW!**

**SUNDAY 11<sup>th</sup> SEPT 2022**  
**SILVERSTONE CIRCUIT**



FOR MORE INFORMATION VISIT  
**WWW.TRAXSHOWS.CO.UK**



PERFORMANCE  
**BMW**

PERFORMANCE  
**MINI**

Performance  
**VW**

*fastford*

Booking fee applies. Under 18s must be accompanied by an adult. All attractions are subject to change. Advance public tickets sales close Midnight Friday 9th September 2022.  
Warning motorsport can be dangerous.

0e479381-0069-45af-b2a9-c0a37e1e14de



# RACING NEWS



Howard: recruits

## BEECHDEAN UNVEILS STELLAR EUROPE LINE-UP

Multiple British GT championship winning squad Beechdean AMR is taking Aston Martin back to GT World Challenge Europe Endurance Cup's Pro class this year after confirming its driver line-up.

Twice British GT champion driver and Beechdean team principal Andrew Howard had already announced his return to European competition this year within a two-car GTWCE assault with his team.

It has now been confirmed that Howard will be joined by works Aston Martin driver Valentin Hasse-Clot plus Theo Nouet in a Gold Cup car. Meanwhile the team's Pro entry has an all-Aston works line-up of 2020 Le Mans winner Maxime Martin plus famous 'Dane Train' FIA World Endurance GT champions Nicki Thiim and Marco Sorenson. It's Aston's first Pro entry in the contest since 2019.

Howard said: "As Aston Martin Racing's longest-serving partner team, Beechdean AMR has a proud track record of success with Vantage.

"It's a brand I have always regarded with a strong passion, and this deep emotional tie combined with the ambitions of our team have culminated in Beechdean AMR stepping into the GTWC Endurance Cup.

"This is the beginning of a new chapter."

# R RACING MAKES BRITISH GT BOW WITH YOUNGEST-EVER DRIVER CREW

## Ginetta Junior double champion steps up with Miller and Day driving a GT4 Vantage

Photos: Rob Yates Photography, Jakob Ebrey, Steve Jones, Aston Martin

By Graham Keillor

Reigning Ginetta Junior champion team R Racing will make its British GT championship debut this season with an Aston Martin Vantage GT4 driven by 16-year-olds Josh Miller and Jamie Day.

The team took last year's Ginetta Junior teams' title plus helped Aston Millar to the drivers' crown. It now enters multi-class competition for the first time since its 2019 formation.

The driver pairing is set at the mid-April season opener to become British GT's youngest-ever crew. Miller also could become British GT's youngest race winner and title winner, though he'll face competition from Team Parker Racing's Seb Hopkins who is 27 days younger.

Miller finished eighth in 2021's Ginetta Junior standings with R Racing, while Day is a UAE Formula 4 race winner.

Co-team owner Jamie Ross said: "We don't do things by half at R Racing so after watching the championship closely for a few



Miller: a record breaker?

years our goal has been to find a supportive manufacturer and fully commit to the series with a programme that's capable of giving young drivers the best possible chance of achieving success, just as we did in Ginetta Juniors. Aston Martin Racing is the perfect partner for that. I'm confident that we can compete at the sharp end straight away."

● In last week's Motorsport News the picture credit for the Toyota Gazoo Racing UK British GT news story was omitted in error. The pictures should have been credited to Stuart Wing / Capture Your Car Photography. MN apologises for this mistake.



R Racing hooks up with Aston

# TEAM ROCKET RJN RETURNS TO BRITISH GT GT3 BATTLE



Team Rocket RJN's McLaren GT3 entry is back full-time in 2022 with Kell and Watts

Team Rocket RJN is returning to British GT's frontrunning GT3 contest this year with GT4 graduate James Kell and former historic racer Simon Watts sharing a McLaren 720S.

The team, which is part owned by Formula 1 champion Jenson Button, was a GT3 race winner and title contender in 2020 with James Baldwin and Michael O'Brien, and it also entered a GT3 720S at three events last year alongside the teams' three full-season GT4 entries.

Kell was part of RJN's GT4 line up in 2021, and finished third in the standings alongside Jordan Collard, while Watts makes his British GT debut

having spent the last two years contesting MSVR's Focus Cup championship.

Kell and Watts are the fifth full-season Silver-Am British GT pairing to be confirmed for 2022, and the 16th GT3 entry.

Team Rocket RJN team principal Bob Neville said: "We are very pleased to continue our relationship with James Kell who did an excellent job for us last season alongside Jordan Collard.

"We would also like to give a very warm welcome to Simon Watts who has joined the team and the championship for the first time. Both drivers have had their first tastes of the GT3 recently and adapted extremely well."

# TURNER TURNS TO TEAM HARD AND BEC

Rapid teenager Olly Turner is aiming for wins and possibly the title in Britcar's British Endurance Championship this year driving a Team Hard Porsche 991 GT3 Cup.

BEC's Silverstone season opener earlier this month was Turner's first time in the Porsche, and the 19-year-old in his opening stint cut through the field after a heavily delayed start. Alongside Callum Jenkins he eventually finished 10th, fourth in class.

Turner won the Fiesta Junior championship in 2019 then narrowly missed 2020's senior Fiesta crown. Last year he was a



Turner quickly got down to business in Porsche 991

VW Racing Cup frontrunner on the TCR UK package.

Turner told MN: "Originally we were going to do TCR UK but we got a really good offer from [Team Hard boss] Tony Gilham so we couldn't really say no. It's going to be a great opportunity.

"It's probably the best car I've

ever driven. We went from the back of the grid to seventh at the end of my stint, so that's a good impression on what I can do in the car. That's just the start of it.

"We are here to win, by the end of the season we hope to be winning races and fighting for the championship if we can."

# BRITISH GT CHAMP BURNS ADDS EUROS

Reigning British GT4 champion Will Burns is doubling his GT4 race programme this year by combining his title defence with his first continental foray in the GT4 European Series.

Burns continues in a Century Motorsport BMW M4 GT4 in British GT this year, with a new team-mate in Jack Brown.

And now Burns, after impressing BMW Motorsport in 2021, will also race outside of the UK for the first time, linking up with GT4 European mainstay squad Borusan

Otomotiv Motorsport for the continental contest, again driving a BMW M4 GT4.

The GT4 European season starts at Imola this weekend, and Burns will also get to race at Paul Ricard, Misano, Spa, Hockenheim and Barcelona.

Burns will race alongside young talent Berkay Besler in a Silver Cup entry for the Turkish team.

Burns said: "It's set to be the busiest season of my career so far and I want to maximise every opportunity across the two championships."



BMW's Burns set for busy '22



# RACING NEWS

## 750MC MARKS GROOMBRIDGE'S STRONG DECADE

The 750 Motor Club competitions manager Giles Groombridge is assuming a new title as the club's managing director as he marks a successful 10 years in charge this season.

Groombridge took over the role in 2012 and in the decade since the number of series and championships in 750MC's portfolio has grown, with the total now standing at 22 contests including recent additions the Alfa Romeo and F1000 championships.

The club's membership and turnover have also risen over the decade, plus the team at 750MC's Donington Park headquarters office has grown from two when Groombridge started to now being four-strong, with Iain Thornton joining recently as a competitions assistant.

Groombridge's new managing director title is to reflect his day-to-day role of directing operations, future planning and managing the racing portfolio.

The latest 750MC racing season kicks off with its Croft meeting on April 9-10. Club bosses are confident that registration and entry numbers for this latest season will carry on where they left off from a record-breaking 2021 wherein the club – which was formed in 1939 – generated the highest overall average grid size across all UK circuit racing organisations.



Groombridge: new title



GB3 and GB4 drivers will get more of this to do in 2022



Walker is part of GB4 entry

# GB3 AND GB4 GET IN-DEPTH LIVE COVERAGE

## MSV junior single-seater contests get 'standard-setting' in-weekend race show

**By Graham Keillor**

**All GB3 and GB4 races will be available to watch live and free of charge online this year while GB3 will have its dedicated highlights programme shown on Sky Sports F1.**

The livestreamed MotorSport Vision junior single-seater races

will be on YouTube, Facebook and the championships' websites, starting this weekend with the new GB4 championship's first-ever race meeting, taking place at Snetterton.

GB3 and GB4 both have eight-round, 24-race, calendars this year, and their race weekend shows will also feature pre-race

build-ups, post-race analysis, pre-recorded segments, as well as pit and paddock reporting.

And GB3's dedicated, hour-long, post-produced highlights show will be broadcast on Sky Sports F1 on the weekend following each event, with commentary by Motorsport News columnist at large David Addison. GB3's season-opening

round takes place at Oulton Park over the Easter weekend.

MSV chief executive Jonathan Palmer said: "The build-up and post-race review coverage will set new standards for UK single-seater racing.

"We are focused on helping our drivers and their sponsors."

Formula Ford stars Alex Walker and Tom Mills, driving

for Elite and Kevin Mills Racing respectively, lead the inaugural GB4 entry this weekend.

The contest, after its standalone curtain raiser, will run on the British GT and GB3 race weekend package.

● *Mills looks ahead to the first GB4 season in our special young drivers' feature on p24-25.*

## SHORT JOURNEY TO SHARP-END PACE

Marcus Short, the latest racing son of overall Le Mans victory contender Martin, established race-winning pace during his first solo race weekend at Brands Hatch 10 days ago.

Marcus, 17, raced in the MG Cup at Brands in a championship-winning Rover 216 GTi built by Martin three decades ago. Marcus's older brother Morgan also raced it in 2020. Marcus's previous car race was last year's

Silverstone C1 24-hours sharing with Martin and Morgan, and Brands qualifying was his first time driving the 216.

Marcus nevertheless at Brands took third and second place in class, the latter coming after rising impressively having been unable to get a gear at the start. Marcus was racing for licence signatures and his considering whether to do a full MG Cup season.

Marcus told Motorsport News: "Midway through the first race I fell back a bit and was 10 seconds behind the top three and then suddenly I just kept building confidence and caught the guy in third by the end. In the second race it was there from the start.

"I definitely had the pace to win because I had the fastest lap by quite a bit and I finished only two or three places behind the [class] leader."



Short got faster and faster in the Rover 216 at Brands

## McHENRY HEADS TO UK FOR FIESTA CHAMPIONSHIP



Irish champion McHenry is part of two-car Kellett effort

Irish Abarth champion Barry-John McHenry will fulfil a long-held ambition of competing in a British race series by switching to contest 2022's British Racing and Sports Car Club Fiesta championship.

McHenry, from Raheny in Dublin, has been competing since 2006 and the seven-weekend, 18-race, BRSCC Fiesta championship campaign will be first full season of racing overseas. For this forthcoming year McHenry, in a Ford Fiesta ST240, will remain with his

Kellett Motorsport team that he has been part of since 2011.

McHenry is no stranger to Fiesta STs as he raced the older model in the Irish series over the last four seasons, being a regular podium finisher and twice finishing fourth in the table. This year he switches to the newer-generation model.

Kellett Motorsport will run a two-car team with McHenry lining up alongside Kellett team boss and 2016 BRSCC Fiesta champion Alistair Kellett. Brands Hatch's opener is on April 9-10.



## PULLING POWER

British Formula 4 graduate Abbi Pulling got her first taste of Formula 1 machinery by demonstrating the 2012 Renault E20, liveried in modern Alpine colours, around the Saudi Arabian capital Riyadh during the week's build up to last weekend's grand prix. Recent Alpine Academy Affiliates recruit Pulling became, alongside Saudi driver Aseel Al Hamad, the first women ever to drive an F1 car in the country. Nineteen-year-old Briton Pulling said "it was everything I was expecting, and more".

## BARC HELPS UKRAINE RELIEF

The British Automobile Racing Club has sent medical supplies donated by the club, its rescue units and marshals to Ukraine to support relief efforts in the country following Russia's invasion.

BARC's first shipment left the United Kingdom last week for

Poland where it was then transferred by Ukrainian medics to the city of Lviv. The shipment included IV fluids, trauma and burns dressings, tourniquets and airway management equipment. A second delivery, which will include stretchers, defibrillators and splints, is set to be sent soon.

BARC chief executive Ben Taylor said: "The outpouring of support for the Ukrainian struggle has been extraordinary. People all over the UK are looking at what they can do to support the country and it is only right that we as an organisation donate what we can to the cause."

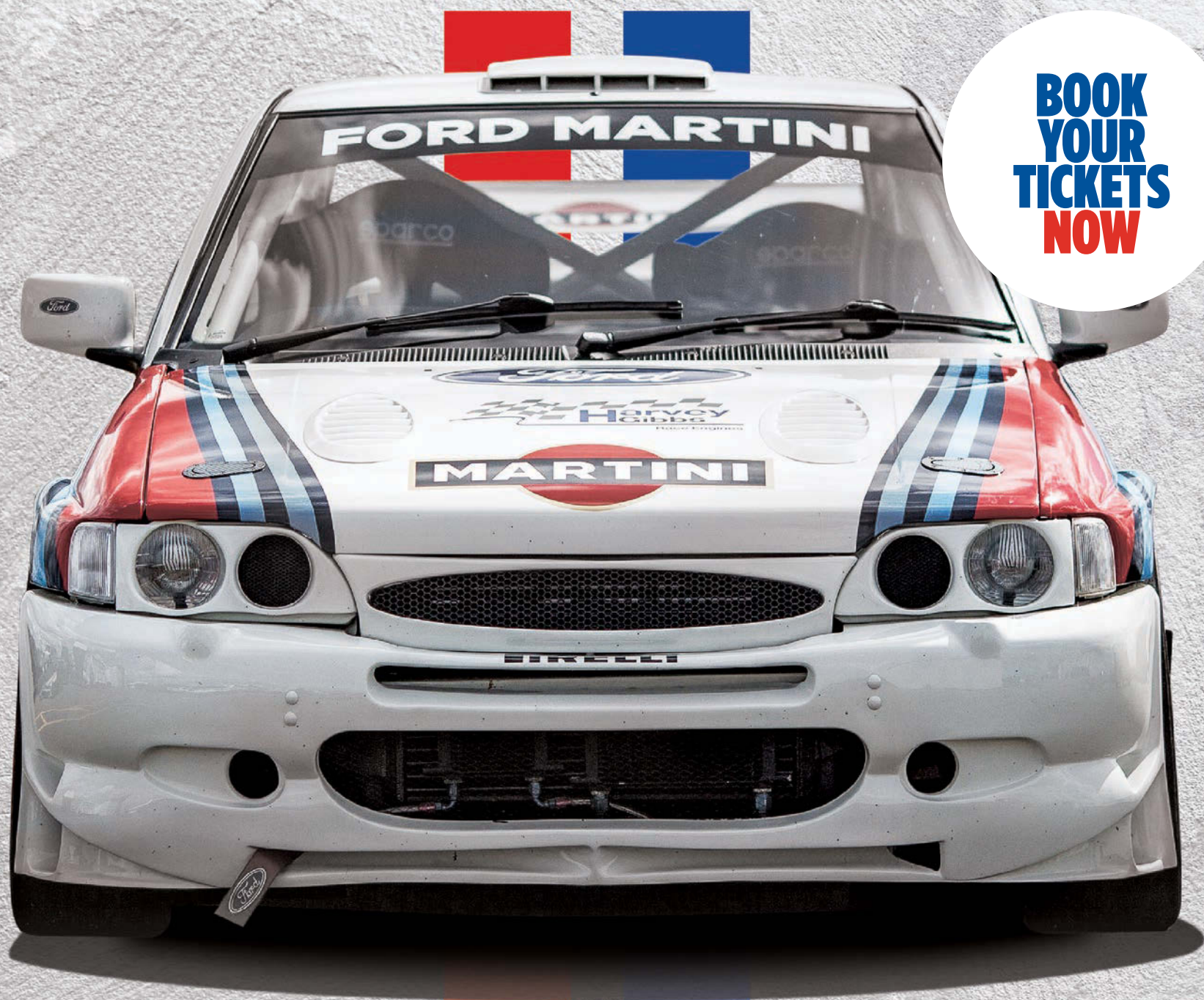


Medical supplies donated





**SUNDAY 14TH AUGUST 2022,  
SILVERSTONE CIRCUIT**



**BOOK  
YOUR  
TICKETS  
NOW**

VISIT **WWW.FORDFAIR.CO.UK** FOR MORE INFORMATION



TERMS AND CONDITIONS \*booking fee applies. Under 18s must be accompanied by an adult. All attractions are subject to change.  
Advance public tickets sales close Midnight Friday 12th August 2022. Warning motorsport can be dangerous.

0e479381-0069-45af-b2a9-c0a37e1e14de



RALLY NEWS



Wilson will take matters seriously representing GB

Photos: Jakob Ebrey, mcklein-imagedatabase.com, FIAERC.com

# WILSON NOT PLANNING TO MAKE UP THE RALLY OF NATIONS NUMBERS

## Cumbrian ready to represent Great Britain in Mexico comeback after 11-year break

By Graham Lister

**Matt Wilson is expecting his competitive instincts to kick in when he represents Great Britain on Rally of Nations Guanajuato in Mexico this weekend.**

Wilson, 35, started the country's World championship qualifier five times and Rally of Nations Guanajuato is essentially a trimmed down version of the WRC event that last took place in 2020.

Although the Cumbrian – who will drive a Ford Fiesta Rally2 built by his father Malcolm's M-Sport firm – has long since called time on his competitive rallying career, he tackled four British championship rounds in 2021

and won the Grampian Forest Rally. Speaking to Motorsport News prior to flying to North America, Wilson said: "Before you get to any rally you just want to go and enjoy it, but I know as soon as it starts my competitive head will come on. It was the same when we had a chance of winning the Grampian last year, I remember the competitive instinct kicked in and I imagine that will happen again.

"But I have no doubt it's going to be tough. There's less air to breathe with the altitude, there's the heat and some of the stages we're doing three times so they could be quite rough by the third pass."

Wilson has prepared for his first visit to Leon, the Rally of Nations Guanajuato host city, since 2011

by upping his normal fitness programme in recent months.

"There will be other drivers more match fit than me and I know it won't be easy," said Wilson, who will be co-driven by Stuart Loudon. "But hopefully I can use my experience from the past. I first went to Mexico in 2006 when I was still a teenager. It was my first event outside Europe and we had some good finishes, including a sixth [in 2008]. The first run on shakedown was always a shock when you've got less power than normal. It's good to be going back and representing your country is a nice thing to do."

Tom Williams was in line to be named as the UK's other official driver when MN closed for press.



Wilson: expects challenge

### WRC DRIVERS PROVIDE WILSON'S MAIN OPPOSITION

Matt Wilson's opposition on Rally of Nations Guanajuato includes several drivers with current or recent World Rally Championship experience. Norwegian duo Eyvind Brynildsen and Mads Ostberg, M-Sport's French Rally1 driver Adrien Fourmaux and Japan's former Toyota development driver Hiroki Arai are among the

drivers taking part on the mainly gravel event, which also counts as round two of the FIA NACAM regional championship. Dani Sordo had also been linked to a late entry in the Spanish team alongside Nil Solans, but his participation was still unconfirmed at the time of writing. ERC rising stars Alberto Battistolli and Andrea Mabellini will represent Italy.

### MN PICK MARCZYK TO RIVAL INGRAM IN WRC2 DIVISION

Miko Marczyk, the Polish driver picked out as a future World championship star by Motorsport News, will step up to WRC2 this season.

The 26-year-old had been set for a third European campaign after finishing third in 2021, but increased backing from petroleum firm ORLEN has allowed him to move up to the sport's top level earlier than planned.

Marczyk will continue with Latvia-based Sports Racing Technologies and will once again drive a Skoda Fabia Rally2 Evo with co-driver Szymon Gospodarczyk.

"WRC2 is another step in the chasing the dream path," said Marczyk. "It will be a very difficult year but we want to learn, we want to gain experience and do another step forward."

Marczyk will be among Brit Chris Ingram's rivals in the WRC2 Junior category. The Pole will contest the Valasska Rally in Czech Republic next week to prepare for his WRC2 debut in Croatia two weeks later.

## BRIT GREENSMITH HELPS CHOOSE LATEST RALLY STAR WINNER

The FIA Rally Star talent search scheme has its latest training season member following the Middle East and North African Final in Abu Dhabi.

Oman's Abdullah Masoud Altawqi will join European Final winner Romet Jurgenson, from Estonia, after being picked out

by a jury at the Yas Marina Circuit, which included British WRC driver Gus Greensmith plus Oliver Solberg's mother Pernilla.

Hull-based Egyptian Hazem Zaki was eliminated on the first day of the competition, which used cross cars, built by Hyundai WRC driver Thierry

Neuville's company, on a purpose-built gravel stage.

Jordanian Farah Zakaria became the latest qualifier for the all-female final in North America later this year. She will go up against joint top female performers from the European final, Maja Hallen Fellenius from Sweden and Briton Katie Milner.



Brit Greensmith turned judge



Brit overcame early dramas

## ARMSTRONG BATTLES BACK FOR VICTORY

Jon Armstrong was a class winner on his return to the Azores Rallye after a fraught weekend in the European championship.

Driving a Ford Fiesta Rally3, Armstrong outpaced several drivers in Rally2 cars to go ninth fastest on the first stage to run after rain damage forced the

cancellation of the planned opening stage. But he was forced to park his M-Sport Poland-built car on the very next test when it failed following a watersplash.

The Northern Irishman restarted on Sunday's second leg and posted a further five top-10 stage times alongside co-driver Bryan Hoy on his way to

finishing 28th and first in the ERC3 category, despite nursing a brake issue through the powerstage. Had the event been made up of Sunday's seven stages only he would have finished in seventh overall.

"We broke the brake disc on [SS13] and the front-left wheel was just about hanging on after



# RALLY NEWS



Wheel damage was evident

## EVANS RELISHING QUALITY IRISH COMPETITION

Meirion Evans believes that a breakthrough win in the Irish Tarmac Championship is possible following consecutive second-place finishes on the Galway International and West Cork rallies.

The Welshman – son of car preparation expert, Melvyn – made the Irish Tarmac Championship his priority this season. He will start next month's Circuit of Ireland International Rally – round three of the cross-border competition – just three points behind Josh Moffett.

The manner of Evans' performance in Galway – which was achieved despite damaging a wheel – has given the Welshman confidence.

After 15 special stages, he finished just 14.1 seconds behind 2018 series champion Moffett's Hyundai i20 R5. In West Cork, the final margin was 23.3 seconds.

"I think the speed is something we've built on over most of last year and carried it forward," said Evans.

"We were pretty fast in Cork last September. It was nice for us to prove to ourselves that we can really fight at the front... I am not ruling [a win] out. Anything is definitely possible but I am aware of the quality around me."

"Those guys are not going to make it straightforward. We've obviously been close a few times but each rally is a clean slate."

## NORE AND MORTON PRACTICE TOGETHER AHEAD OF JBRC BID

New partnership Ole Nore Jr and Jack Morton spent time getting acquainted with each other last week with three days of recce practice in Cumbria.

Norwegian Nore Jr will contest this year's Junior British Rally Championship in a Ford Fiesta Rally4, competing with an English co-driver for the first time. Nore, a protégé of Andreas Mikkelsen, partnered with Morton under Mikkelsen's advice after Morton tested with Mikkelsen late last year.

"Note practice went really well," Morton told MN. "Ole came across to Cumbria for three days and we got a lot accomplished and he feels more and more comfortable with the English side of things."

"We are hopefully going to have a test in Wales in April as that will be the only time we will get to drive the Fiesta on Tarmac before round one."

Nore Jr and Morton will also compete in this year's ERC Junior series.

# CIRCUIT OF IRELAND KEEN TO RETURN TO BRC SCHEDULE

Britain's premier rally series to play out entirely on the mainland in 2022

Photos: Motorsport Images, Martin Walsh, Chicane Photography



No Irish events will feature on BRC

By Jason Craig

**Circuit of Ireland Rally bosses have said their lines of communication with the British Rally Championship remain open despite being "unceremoniously booted out" of the calendar last season by its promoters.**

The Circuit, a premier fixture in British and Irish rallying which traditionally takes place on Easter weekend, was not included on the seven-round BRC schedule for 2022. Neither were the Ulster Rally or the Down Rally, which were also in the frame.

The Ulster Rally has been a constant fixture of the BRC and hosted the title decider last year. The Circuit was also listed for 2021 but became a casualty of the ongoing Covid restrictions along with the Tending and Clacton Rally in England and Scotland's Jim Clark Rally.

"The picture changed so quickly at the start of last year," said Circuit of Ireland clerk of the course, Nigel Hughes, "and at the end of the day we had to cancel it – it was the right thing to do, absolutely."

"So, the decision not to include the Circuit, or any rally this side of the Irish Sea in the British calendar for 2022, came as a big surprise."

"It's fair to say we were unceremoniously booted out of the championship, but we are happy to sit down with the BRC and come to an arrangement that works for us and them," he added.

## PRITCHARD ESCAPES HEAVY DAMAGE AFTER NORTH WEST STAGES CRASH

Jason Pritchard avoided any serious damage to his Melvyn Evans Motorsport Volkswagen Polo GTI R5 after crashing on the recent North West Stages.

Pritchard, driving the Polo for the first time, was using the event as a test ahead of his British Rally Championship campaign but left the road on stage four. Fortunately, he says "nothing

structural" was broken on the car.

"It was a flat-out section, lots of little crests up to it and there was like a one left over a little junction and there was a tiny little compression, it just bottomed out on that and the car went light," Pritchard described.

"Because it was a narrow piece of road it was on a bit of dirt then and it was just about avoiding the two big trees on the right-hand side

basically. If we had hit the trees it would have been a hell of a mess so we were very lucky not to hit them."

Despite completing just three of the rally's 14 tests, Pritchard still found it useful ahead of Rally Tending and Clacton next month.

"I know how to turn the headlights on and things like that now, which I didn't when going to the ceremonial start!" he said.



Pritchard's North West Stages was cut short



MacKinnon showed he is not just quick on the island...

## MULL ACE MACKINNON BUOYED BY MAINLAND PACE

Paul MacKinnon has joked that maybe he's not just a Mull Rally specialist but also a North West Stages expert after finishing second on this year's event.

Driving a Ford Fiesta Rally2, MacKinnon was the only driver other than 2019 European champion Chris Ingram to win a stage and was also the only competitor to finish within a minute of the WRC2 driver.

As a three-time winner of

the Mull Rally, MacKinnon seldom competes beyond his home island, which made the result noteworthy.

"We enjoyed that rally, it's a great rally," he told MN. "Down in Preston it's not a million miles away from Scotland either, easy to get to, it just works for us."

"We've always known if we get a bit of seat time we'll be competitive anywhere. The last two races I've done I've been

racing Matt Edwards and Osian Pryce and then Chris Ingram and we were beating them on some stages, so we're happy."

"Inside I'm chuffed to bits but we're not going to start boasting for 100 grand in sponsorship, we'll stay realistic."

MacKinnon will compete for another Mull victory this October, but is unlikely to manage any further outings this season.



The Strength of Experience



Tel: +44 (0) 1952 582 825

Fax: +44 (0) 1952 582 821

speedline  
Corse

e-mail: [info@speedlinecorse.co.uk](mailto:info@speedlinecorse.co.uk) | website: [www.speedlinecorse.co.uk](http://www.speedlinecorse.co.uk)

0e479381-0069-45af-b2a9-c0a37e1e14de





Kelly will remain loyal to his Rally4 Ford Fiesta for the rest of the year

Photos: Martin Walsh, John Fife, Flat Shift Media

# KELLY TO PRIORITISE FIESTA RALLY4 DRIVE

Experience gained in R5 but Irish youngster will stick to his guns in 2022

By Martin Walsh

Eamonn Kelly has elected to focus on competing in his Ford Fiesta Rally4 for the remainder of the season, despite finishing fifth overall on his debut drive in a VW Polo GTi R5 on the Mayo Rally at the beginning of March.

The 23-year-old son of Irish perennial Donagh reverted to Rally4 equipment for the more recent West Cork Rally

to claim 10th overall as the runaway class winner. “[Fifth in Mayo] was a great boost of confidence to come here against good competition and lead from start to finish in a comfortable way too,” Kelly told Motorsport News. “I was a bit unsure for a few stages with the brakes and stuff and I didn’t want to take any chances and go braking late, which you can do with the R5. I think at the

end of Saturday’s stages it served as an advantage as we were going a lot deeper into the square [corners]. “It didn’t feel like we were pushing crazily at any point and it’s great seat time [in preparation] for the British Rally Championship.” For most of the event Kelly was untroubled except when fluid leaked on to the brake caliper and the front left caliper broke, both issues were sorted during

Sunday’s second service For good measure Kelly ended with a pair of top-10 fastest stage times – 10th on the penultimate stage and eighth fastest on the final stage. On further R5 outings, he added: “I would like to think I will [have more]. I suppose after Mayo I have given myself another opportunity and it would be nice to get out again but the front-wheel drive is the priority.”

## ROAD RALLY ROUND-UP

### Hughes-Jones and Lloyd take Rali Llyn

A first half three-way battle for the lead of the Rali Llyn was settled in the second half as Arwel Hughes-Jones/Dafydd-Sion Lloyd pulled clear to take victory.

Steven John Williams/Paul Roberts were in first place at Petrol, but gearbox problems after the restart slowed them and they came in third, six seconds behind runners up Gavin Edwards/Daniel Jones.

A number of off-fancied runners were early retirees: Carwyn Evans/Dylan John Williams had a head gasket fail on their Escort, while Iwan Jones/Steven Roberts had a shaft break on their similar car. Clutch problems accounted for the Peugeot 206 of Dewi Williams/Ianto Fon Jones and a broken diff caused the retirement of Richard Jerman/Nick Bloxham.

Mark ‘GT’ Roberts/Dale Furniss were sixth in their Golf, the only non-Escort in top 11 positions.

Lynesey Procter took her maiden rally win, as she guided husband Ali to victory on the Shaw Trophy Targa.

The event was the first to use the forest tracks of Stewartshields Plantation in Northumberland. Despite the surface, only road tyres were permitted

on the event. Procter/Procter were fastest on the opening test and were never headed, although they had to fend off a strong day-long challenge from the Escort of Steve Retchless/John Millington.

Ian Mills

#### Results

**Merfyn Hughes Memorial Rali Llyn**

**Organiser:** Harlech & District Motor Club  
**When:** March 19-20 **Where:** North-West Wales Championships: ANWCC **Route:** 110 miles

**Starters:** 86.  
1 Arwel Hughes-Jones/Dafydd-Sion Lloyd (Ford Escort) 5m01.1; 2 Gavin Edwards/Daniel Jones (Escort) +50s; 3 Steven John Williams/Paul Roberts (Escort); 4 Kevin Kerr/Huw Rhys Manion (Escort); 5 George Williams/Cadog Davies (Escort); 6 Mark ‘GT’ Roberts/Dale Furniss (VW Golf GTi); 7 Gwynfor Jones/Chris Evans (Escort); 8 Aled Roberts/Sion Tegid (Escort); 9 Liam Kellier/Dylan Griffiths (Escort); 10 Thomas Jones Thomas/Gwilym Wyn Evans (Escort)

**Class winners: Experts:** Jones/Evans;  
**Semi-Experts:** Thomas/Evans; Novices: Sian Elen/Eleri Jones (Nissan Micra)

#### Shaw Trophy Targa

**Organiser:** Whickham & District Motor Club and Hadrian Motor Sport Club **When:** March 20 **Where:** Stewartshields Plantation

**Championships:** NESCR0 **Tests:** 11  
**Starters:** 49.  
1 Ali Procter/Lynesey Procter (Peugeot 205 GTi) 48m09s; 2 Steve Retchless/John Millington (Ford Escort) +38s; 3 Jack Morton/Essi Salonen (Peugeot 106); 4 Chris Dodds/Hannah Davison (Proton Satria); 5 Simon Jennings/Colin Fish (Peugeot 106); 6 Stephen Short/James Greenhough (Proton Coupe); 7 James Gratton-Smith/Paul Nelson (MG ZR); 8 Kevin Savage/Phillip Savage (Suzuki Ignis Sport); 9 Ian Cartwright/Malcolm David Dunn (Proton Satria); 10 Gavin Murray/Chloe Stewart (MG ZR)  
**Class winners: Novices:** Colin Wilkinson/John Scott (Escort)

## MYERSCOUGH COLLEGE SEEKS DRIVER FOR ALL-ELECTRIC OPEL CORSA

Myerscough College has become the first private outfit in the UK to own an Opel Corsa-e and wants to compete with it in the Opel e-Rally Cup in Germany.

The new car, bought directly from Opel Motorsport, was on display at the recent North West Stages as the college was used as rally HQ. It’s part of a push to educate students on the future of motorsport technology, but it will also be used competitively.

Myerscough has also acquired fully electric service van and a

hydrogen-powered generator to charge it.

Bart Lang, lecturer and part-time rally driver, told MN: “We are looking for a customer to do either select rounds or the full season of the Opel Corsa Championship. I know the students would absolutely love to get some international experience working on an overseas event, so we are on the lookout for a driver.

“But the main focus of the whole project is to get students working on the future of motorsport.”



The college has imported electric rally car from Germany

## STAFFORD TOPS WEST CORK NATIONAL



Stafford in his Darrian GTR took a comfortable win

James Stafford’s Darrian GTR took a comfortable victory in the modified section of the recent West Cork Rally, finishing 46.2 seconds ahead of the Ford Escort driven by Rob Duggan to claim National honours.

Another Escort, driven by Daniel McKenna finished third, 2m07s further behind.

Duggan led the early running but proved unable to hold back the Darrian.

Having changed a slipping clutch at the final service on the opening day, the loss of second gear of the startline of S57 threatened Stafford’s run to victory.

However, the Darrian’s service crew changed the gearbox prior

to Sunday’s double loop of three stages and with the best times over the first loop he went on to record a fine victory.

Duggan pushed his Escort close to the maximum, he remained ‘best of the rest’ fending off the Toyota Corolla of Kevin Eves at the finish. McKenna completed the top three followed by Simon Reid (Escort), Sam Moffett (Toyota Starlet) and Chris Armstrong (Escort).

Meanwhile, Welsh ace Neil Williams’s Escort was untouchable in the Historic category and punched in the best times on all 10 stages to finish 2m4.3s clear of the similar cars of Tommy McDonagh and Denis Cronin.

## DCC RALLY: INGLISTON BY JOHN FIFE

MARCH 26-27

# FORD PROVES TO BE A CHIP OFF THE OLD BLOCK WITH VICTORY

Having just picked up his dad’s new Ford Fiesta Rally2 at M-Sport on Friday, James Ford continued his journey northwards to Ingliston near Edinburgh to give the car a shakedown on the DCC Stages Rally on Saturday. Watched by father Chris, James with Matt Daniels triumphed in the new car on their first visit to the Scottish venue. The Fiesta Rally2s of Alistair and Colin Inglis were second and John Marshall and Craig Wallace third.

Jonathan Mounsey and Charley Sayer-Payne had originally been holding second place until a cog

broke in their Fiesta Rally2’s gearbox with Gordon Morrison and Hannah McKillop taking over the runner-up spot till their Fiesta R5 failed to start the final stage with a faulty throttle.

Greg Inglis and Ian Murray finished top two-wheel-drive car and scored a superb fourth place in their Lotus Exige just ahead of the Skodaru Fabia of Drew Gallagher and David Crosbie. Ben and Andrew Wilkinson were challenging for the top 2WD award in their Peugeot 106 Maxi but lost out after taking the wrong direction at a Split thereby enabling Andy

and Karen Horne to round off the top six in their Darrian T90 and finish second 2WD.

Most impressive drive of the day was young Archie Swinscoe’s ninth overall and 1600 class win. First time out in his new Vauxhall Adam, he and Barry Young were clear class winners while of the regular class hotshots, Des Campbell broke a driveshaft in his Peugeot, Stephen Hay broke his Corsa’s gearbox and Dave McIntyre had electrical problems in his Citroen C2R2 Max. Andrew Blackwood and Richard Stewart won the 1400 class in their Ford

Fiesta despite losing first gear for most of the day with Steven Crockett and Michael Moates taking second in their Peugeot 205. Tom Johnstone and Ted Runciman lost out on third place in their one-litre Skoda Citigo courtesy of a wrong slot on the final stage.

Sunday’s Junior 1000 competition featured a tremendous scrap between Kalum Graffin, David Burden, Sam Mason and Max Speed. Going into the final stage, Burden and Peter Williams had a four-second lead over Graffin and Richard Crozier, but Graffin’s Skoda just edged out the Citroen

to claim victory by one second.

#### Results

##### DCC Stages Rally

**Organiser:** Dunfermline Car Club **When:** March 26-27 **Where:** Ingliston, Edinburgh  
**Championships:** Burnside Piling Scottish Tarmac Rally Championship, AS Performance North of England Rally Championship, HRCR MOTOSCOPE Northern Historic Rally Championship, RSM Hire Scottish Single Venue Rally Championship  
**Ecosse Junior Rally Championship, Junior 1000 Rally Championship** **Stages:** 8 **Starters:** 60 and 20 Juniors  
1 James Ford/Matt Daniels (Ford Fiesta Rally2) 58m54s; 2 Alistair Inglis/Colin Inglis (Ford Fiesta Rally2) +46s; 3 John Marshall/Craig Wallace (Ford Fiesta Rally2); 4 Greg Inglis/Ian Murray (Lotus Exige); 5 Drew Gallagher/David Crosbie (Skodaru Fabia); 6 Andy Horne/Karen Horne (Darrian T90 GTR); 7 Richard Sutherland/Jack Sutherland (Opel Manta); 8 Chris



Ford came out on top

McCallum/Peter McCallum (Ford Escort Mk2); 9 Archie Swinscoe/Barry Young (Vauxhall Adam); 10 Iain Sanderson/Kyle Dodds (Ford Escort Mk2). **Class winners:** Andrew Blackwood/Richard Stewart (Ford Fiesta); Swinscoe/Young; Sutherland/Sutherland; Inglis/Murray; Ford/Daniels DCC **Junior Stages:** 1 Kalum Graffin/Richard Crozier (Skoda Citigo) 1h01m30s; 2 David Burden/Peter Williams (Citroen C1) +1s; 3 Sam Mason/James Seymour (Suzuki Alto); 4 Max Speed, Alan Gilbert (Peugeot 107); 5 Oliver Phillips/Emma Morrison (VW Up!); 6 Letisha Conn/Richard Stewart (Skoda Citigo).



## SPORTING SCENE NEWS

Photos: Ant Jenkins, Sarah Hall, Colin Casserley



Boak has had drama with Skoda

## BOAK SETS OUT PLAN TO CLIMB UP BRITISH RX PECKING ORDER

Skoda man aims for national title in multi-year programme

By Hal Ridge

**Rallycross Supercar newcomer Michael Boak has laid out a multi-year strategy to fight for the Motorsport UK British Rallycross Championship 5 Nations Trophy title.**

As announced by Motorsport News in January, Boak will race a former European Autocross Championship Skoda Fabia Supercar in 5 Nations BRX and BTRDA Clubmans this year, but he suffered an engine problem during the first test with the new car last month.

While his MB Motorsport team works to ready the car for the opening rounds of 5 Nations BRX at Lydden Hill on Easter Weekend, Boak has admitted that his ambition is not just to race in the headline category at domestic level, but to fight for the overall crown. "This is the start of a long-term project, with the ultimate goal of being British Rallycross champion," said the former Supernational category event-winner. "I know how competitive 5 Nations BRX is, so the plan for this year is to go into the season without any

expectations, we have a lot to learn about the car and how best to make it work at the circuits we're going to.

"This is a learning season – we will compete in selected rounds, then in 2023 we hope to move further up the grid. I have looked up to Supercar since I started racing in rallycross in 2003, and the long-term goal is to fight to win the championship. We're taking things step-by-step, but we're working very hard on that dream. It's going to be special to line up on the grid at Lydden for the first time next month."

## ROUND-UP: BRISCA FORMULA 2

## Tesselaar lays own a marker at Bradford

Dutch driver Jelle Tesselaar was triumphant in the season's second Brisca Formula 2 World Championship qualifying round at Bradford, as Yorstox's tenure at Odsal Stadium got under way.

Sixteen-year-old Ministox graduate Josh Wilson, contesting only his third senior race meeting, looked as though he might hold on to a surprise win until getting out of shape exiting a bumpy fourth bend and slipping out of contention. Tesselaar, who had earlier won his heat, took up the lead, chased by Aidan Derry and regular shale racing pacesetter Dave Polley, who also won his heat. Polley was able to depose Derry but could not catch Tesselaar, whose car he supplied, as the race ended in dramatic fashion with John Thompson taking a hard hit into the wall and Greg McKenzie rolling on the home straight.

On his first appearance of the season, three-time World champion Gordon Moodie was victorious at his local track of Cowdenbeath, passing long-time leader Emma Mellis with a third of the race left. Euan



## Dutch visitor prevailed

Millar ran out of laps to challenge Moodie in a crash-strewn race. The next day in Aberdeenshire, Mike Philip headed fellow Moray man Ryan Farquhar while Liam Rennie repeated his previous night's third place.

Mark Paulson

## Result

**Organiser:** Yorstox **When:** March 26 **Where:** Odsal Stadium, Bradford **Starters:** 48  
1 Jelle Tesselaar; 2 Dave Polley; 3 Aidan Derry; 4 Marcus Gilbert; 5 Chris Burgoyne; 6 Charlie Guinchard; 7 Daz Shaw; 8 Luke Wrench; 9 Billy Webster; 10 Liam Bentham. **Organiser:** CMP Scotland **When:** March 26 **Where:** The Racewall, Cowdenbeath **Starters:** 15  
1 Gordon Moodie; 2 Euan Millar; 3 Liam Rennie; 4 Steven Burgoyne; 5 Craig Wallace; 6 Emma Mellis; 7 Paul Reid; 8 Peter Watt; 9 Gregor Turner; 10 Lewis Willacy. **Organiser:** Crimond Raceway **When:** March 27 **Where:** Crimond Raceway **Starters:** 12  
1 Mike Philip; 2 Ryan Farquhar; 3 Liam Rennie; 4 Robbie Dawson; 5 Craig Wallace; 6 Peter Watt; 7 Jason McDonald; 8 Josh Walton; 9 Ian McClean; 10 Laura Dawson

## BTRDA RALLYCROSS SERIES: BLYTON PARK BY HAL RIDGE

MARCH 27

## BLEASDALE KEEPS IT IN THE FAMILY FOR RALLYCROSS VICTORY

On his maiden appearance in fully-fledged Supermodified rallycross machinery, Darren Bleasdale claimed a maiden outright victory in the opening round of the BTRDA Clubmans Rallycross Championship at Blyton Park.

Driving the Vauxhall VX220 with which his brother Jason claimed both the overall BTRDA crown and the British Rallycross Championship 5 Nations Trophy Supernational spoils in 2021, Darren Bleasdale dominated on his graduation from the single-specification BMW Mini he raced last year.

Fastest in all three heats, he started on pole for the final, made the best start to lead on a lap one and won by a convincing margin. He was pushed hard in the opening stages by Fred Ling, until the Ford Fiesta campaigner retired on the loose-surface section mid-race, handing the runner-up position to Allen Crockett in his Vauxhall Corsa. Super1600 Citroen C2 racers Darren Scott

and Phil Chicken finished third and fourth.

Todd Crooks had held the final podium position from Scot but clipped the stationary car of Ling on the final lap and dropped to fifth, and last of those to complete the full race distance.

Toyota MR2 driver Marc Jones led the opening half of the Classic final, but spun after the Lincolnshire circuit's jump. That gifted the lead to Richard Moroney, who took full advantage and won from David Crockett's Vauxhall Chevette and Lee Wood's Ford Escort, the later having started on pole but dropped back early on before climbing through the field to claim the final podium spot. One of the pre-event favourites, John Cross with his Lancia Stratos, retired after the third heat with head gasket failure.

Charley Moroney led from lights to flag in the Production final with his Citroen Saxo, while Will Ovenden claimed victory in the Junior division,



## Bleasdale shone on his Super Modified Vauxhall debut

following a thrilling race-long battle with Corey Padgett, who finished second. Newcomer Tyler McAlpine completed the podium. The race had had to be restarted after contact between Ovenden and Owen Robbins, which put the latter driver out for the re-run. James Avisford (Modified), Andrew Hawkes (BMW Mini) and Paul Davis (Subaru Impreza) all led throughout their respective finals to claim opening-round victories.

## Results

**Organiser:** MDA **When:** March 27 **Where:** Blyton Park, Lincolnshire **Starters:** 51  
**Round 1: Super Modified:** 1 Darren Bleasdale (Vauxhall VX220) 6m30.245s; 2 Leigh-Anne Sedgewick (BMW Mini) +8.402s; 3 Darren Scott (Citroen C2); 4 Phil Chicken (Citroen C2); 5 Todd Crooks (BMW Mini); 6 Gary Cook (Honda Civic); Production: Charley Moroney (Citroen Saxo); Junior: Will Ovenden (Suzuki Swift); Production 4x4: Paul Davis (Subaru Impreza); Modified: James Avisford (Ford Focus); BMW Mini: Andrew Hawkes (BMW Mini); Classic: Richard Moroney (Ford Escort)

## BRISCA F1: ODSAL STADIUM BY COLIN CASSERLEY

MARCH 26

## HARRISON MAINTAINS THE PERFECT 2022 RECORD

Ryan Harrison kept up his winning ways when he crossed the line first in the final at Odsal Stadium on Saturday night. He has now won both Brisca F1 meetings held so far in 2022. Not only that, but he also won heat and final at both meetings. Harrison has now won 100 races in Brisca F1 which includes 22 finals.

Chris Parnell led the early laps in the final with Mick Haworth in a close second. Haworth, who was driving a brand-new car built

by Harrison, moved into the lead when Parnell retired. Austin Moore nudged his way into top spot shortly before the yellow flags were displayed to remove the stricken cars of Ricky Wilson and Mark Poole, who had been fired into the wall by Harrison.

On the restart, Harrison bumped Haworth wide for second and, just before halfway, moved into the lead and opened a half-lap lead on his rivals. Consolation winner Liam

Gilbank moved into second in the closing stages with Danny Wainman claiming third. Wainman was driving a car originally built and raced by his dad Frankie Wainman Sr back in 2003 until his retirement in 2007.

Danny Wainman explained: "I raced the car in around 2009 but it has stood in the garage since then. We have done a lot of work over the winter, and although the chassis was built a while ago it is virtually like a new car."

An exhausted Harrison said: "I

have not been feeling well all week, I wasn't sure if I was going to be able to race tonight, even when we left home for the track, I still wasn't sure I would be up to it. Thankfully my dad, Murray, worked on the car for me to get it ready."

## Results

**Organisers:** Yorstox, Brisca F1 **When:** March 26 **Where:** Odsal Stadium, Bradford **Starters:** 35  
1 Ryan Harrison; 2 Liam Gilbank 3 Danny Wainman; 4 Mal Brown; 5 Billy Johnson; 6 Mick Haworth; 7 Rich Bryan; 8 Austin Moore; 9 Mark Balmer; no other finishers



## Harrison appears to have hit some serious form in F1



HISTORICS

DOWN THE PUB

HARRY BARTON

Racing newcomer  
Age: 19 Lives: Leicester



Barton: inspired by movie

What's your story so far?

"I watched the film called Le Mans 1966. I always loved cars and my first car was a 1966 MGB. That film made me fall in love with the romance of it. And I turned to my dad and said: 'You know what? I want to be a racing driver.' We knew Sam Hancock from other things and we have a small collection of cars. We asked Sam how to get into racing. He said we needed a good coach and a good car, and we asked him whether he wanted to coach me."

He started racing last April

"It's not even 12 months ago that we started. The first time I got into a race car was April 8 at Goodwood, in the BMW 1800 I'm racing this season. That went really well and I only did two sessions with my coach and he said I was ready for a race. I went out and got first in class in my first race at Snetterton with the CSCC. Over last season, I did seven races and I got four class wins."

He has a full 2022 planned

"This is our first full season and we want to do as many races as we can. I've got over 20 weekends planned to get as much seat time as I can. We are doing Historic Sports Car Club, Historic Racing Drivers' Club, Masters and some Motor Racing Legends races as well. It's all about experience and seat time. I'm just getting up to speed as much as I can and to see how I can fight against these people that have been doing it for years. I want to be at the top of what I do. I'm now about six months into a two-year motorsport engineering course at Loughborough College."

There are two more BMWs coming

"For the future, we are looking at the GT route and we've got some plans here and there. At the moment we're building a BMW 2002 to follow on from the pre '66 1800 and then a three-litre CSL for the year after. My passion is Le Mans and I'd love to do the endurance triple crown, like in the Le Mans film!"

He has a good team

"Retro Engineering was the race preparation company that we found when we first got the BMW. We found that they were just so attentive and their quality of work was really great."



Photos: Paul Lawrence

Shaw will enjoy the newly acquired Arrows

SHAW LINES UP A HAT-TRICK OF F1 OUTINGS AT MONACO

Experienced racer to tackle a trio of events on the Cote D'Azur streets

By Paul Lawrence

Experienced racer David Shaw will bid to contest three Formula 1 races at the Monaco Grand Prix Historique on May 13-15 in three different grand prix cars.

Shaw has recently added the ex-Rowland Kinch Arrows A4 to his stable alongside a Williams FW06 and his

Eiffelland-developed March 721. He will race all three in one day on the famous street circuit. Last year, he finished fifth in the 1966-72 race in the March.

The Derby driver, who first started racing in Formula Ford in 1980, was a Renault Clio frontrunner and then switched to historics in 2012 where he has enjoyed considerable success.

"We've got entries for all

three cars for Monaco," said Shaw. "This year they have added a grid for pre '85 cars, which fits the Arrows."

"It's a great car and I'm thrilled to have it," he said of the 1982 Arrows, an ex-Mauro Baldi/Marc Surer car. "I've been going down to the gym for the last three months to get ready for Monaco, but it's not too tough a circuit on your neck muscles as it doesn't have

long, fast corners. The Arrows is capable of being near to the front."

All three cars will be run by Greg Caton at G-Cat Racing and Shaw will have his first race in the Arrows at the Donington Masters meeting over the Easter weekend.

After Monaco, he will contest the Silverstone Classic and the Masters Algarve meeting in a selected programme of events.



Burke was blown away by the power of the Chevron B28

Burke eyes Formula 5000 outings

Historic Formula Ford champion Darren Burke tested a Formula 5000 Chevron B28 at Donington Park last week and might get to race it this year.

The 1974 ex-Peter Gethin car is now owned by Christian Pittard and has not raced for nearly a decade. Pittard shares his Chevron B8 sports-racing car with Burke in longer races and the two Chevrons were bought as a pair from Ross Maxwell. The Formula 5000

was raced from new in VDS colours by Gethin and later by Dennis Leech.

Caterham racer Pittard hopes to race the B28 this season and Burke may also get the chance to run it in the Aurora Trophy. "Before this, the fastest single-seater I'd driven was a Duratec Formula Ford," said Burke. "The torque is amazing and you have to recalibrate your mind."

Both cars will be run by Luke Stevens.

SHAW READY FOR McLAREN RACE DEBUT

Former Formula 3000 racer Mark Shaw has added the ex-John Bladon McLaren M1A sportscar to his stable and will race it at the Goodwood Members' Meeting on April 9-10.

Shaw, who returned to race in historics with a Formula Junior Brabham, will also race his Lotus 21 in the Glover Trophy

at Goodwood. He ran the very early Elva-built McLaren at Goodwood last autumn sharing with Nicolas Minassian but the 1965 sports-racer didn't manage any racing laps.

Shaw's other plans include racing the Lotus at Monaco, where he was a winner last season, and at Pau where he will also run his FJ Brabham.



Shaw: ready to rumble in 2022



Walton has worked closely with team

WALTON READY TO HIT REDLINE

Racing newcomer Andrew Walton will race 1965 a two-litre Porsche 911 developed with the support of Redline Racing.

Walton, based in Yarm, is a near neighbour of Team Redline Racing and has spent two seasons working on the squad's Carrera Cup programme to learn about racing.

"I had a 911 shell and

during lockdown I started on the restoration. I learned a lot with Redline Racing and they have been a big help to get it finished," said Walton.

Walton did some Citroen C1 races last year to upgrade his licence so that he can run in Masters Gentlemen Drivers. He will make his debut in the 911 at Donington Park at Easter.

IN BRIEF

Voyazides is back

Hugely experienced historic racer Leo Voyazides will return to racing this season after a two-year Covid sabbatical. Voyazides, who now lives in Switzerland, has not raced since the end of 2019, having chosen to sit out two seasons due to Covid and subsequent travel challenges. He started racing in 1990 and will pick and choose his events this season for his Ford Falcon and Lola T70Mk3B, which will both be shared with his preparer Simon Hadfield.

Ford for Smith

Former European Formula 2 racer Paul Smith has recently acquired a Formula Ford 2000 Delta T80 as a spare time restoration project. "I had a Delta in 1978 for FF2000," said Smith. "It was the first production car. The latest project came as a big pile of bits, and I'll rebuild it and test it." Smith, who retired from the motorsport tyre industry several years ago, has not decided yet whether he will race the car.

Forsbery's attack

David Forsbrey will campaign his Chevron B8 in Masters Historic Sports and Guards Trophy races this year. Before acquiring the Chevron last year, Forsbrey had only ever raced a Ford GT40 continuation car. Now he is racing the BMW-engined B8 with Gelscoe Motorsport. "We're getting to grips with it. It's a beautiful car," he said during testing at Donington.

Gentlemen pairing

Ferrari specialist Robin Ward will share the Ginetta G4 of Ron Maydon in Masters Gentlemen Driver races this season. Ward's Brackley-based Damax team has taken over the preparation of the little Ginetta and Ward raced it at Jerez and Portimao last year. Ward will share the car with Maydon, the boss of Masters Historic Racing, and they hope to do most of the Gentlemen Drivers season.

B8 ranks swelled

Caterham racer Steve Nuttall has joined fellow Caterham racer Christian Pittard in running a Chevron B8 this season. The early continuation car was first built by Roger Andreason in the 1980s and was shaken down at Donington Park last week. Darren Burke will share the car with Nuttall in the opening Masters Historic Sportscar race at Donington Park over the Easter weekend.

Step up for Dunham

John Dunham has stepped up from his Lotus Cortina to a Ford Mustang for Historic Touring Car races this season. Along with racing partner Mark Owen, Dunham will mainly do Masters pre '66 races, but will also tackle the Spa three-hour race. "We did two races in the Mustang last year, starting at the Silverstone Classic," said former single-seater racer Dunham, who now has his Lotus Cortina for sale.

Sports 2000 reunited

A reunion of former Sports 2000 racers from the 1970s and 1980s is being planned for Silverstone on April 24 when there will be a round of the Sports 2000 Pinto series on the national circuit. The reunion is being organised by former Sports 2000 racer John 'Pancho' Webb and likely attendees include John Brindley, Ian Flux and Sean Walker.



## MN POLL RESULTS

# THE VW POLO TOPS THE WRC POPULARITY CHARTS

*You've had your say on your favourites, and the rally car winner is a surprise*

**P**eople will often tell you that things were better back then, although renowned Australian racer Frank Gardner would often be heard telling people that looking back "only gives you a pain in the neck".

So, to a degree, the top dog in Motorsport News' poll to find our readers' favourite rally car has unearthed something of a shock. Sure, the Volkswagen Polo WRC was a serial winner at the highest level, but its character was hidden under a very Germanic exterior.

Many recall the halcyon days of Group B rallying, the mid 1980s madness that put lives in peril. The cars barely resembled the road-going versions they were meant to portray, and the engineering was mind-boggling. While it was perhaps rallying's most spectacular era, one of the astounding things in our survey is that only one of the top five is a pukka Group B machine, the Metro 6R4.

Motorsport News editor Matt James said: "What the winner proves is that modern-day rallying is in very good health and that the previous era of World Rally Championship machines have a very special place in people's hearts already. However, it isn't all about the cutting edge on the stages, and the old perennial favourite, the Ford Escort Mk2 – the rally car that refuses to die – is still a strong performer.

"Thanks to everyone who took the time to vote, and you can get involved in our latest poll by turning to page 40 to find out more."



VW Polo R flew highest with our MN readers

# 1 VW Polo WRC

**Result: 30.7%**

It is rare that a rally car will win more than 80% of all the events it enters. Rallying can throw all kinds of obstacles at the drivers with tricky terrain and four seasons in one event. Building a machine that can withstand all of that on a ratio of four events out of every five is something unmatched in the sport.

The Polo's first stage win was on its very first appearance in the WRC in Monte

Carlo in 2013 with Sebastien Ogier at the controls and its final stage win was in its final appearance in Australia in 2016 in the hands of event winner Andreas Mikkelsen.

The six-speed 1.6-litre turbocharged hatchback won on 43 occasions and made Frenchman Ogier a four-time World Rally Championship title winner.

The boffins at Volkswagen weren't done there, and perhaps the biggest shame for

fans was that the VW Polo GTI WRC never made its competitive debut. The regulations were overhauled in 2017 to offer engineers more freedom and to ramp up the pace of the frontrunners. The German engineers had been ahead of the curve and had already been out testing its new machine, fitted with a central differential. World title winner Marcus Gronholm had done much of the legwork

with the Polo GTI, only for the emissions scandal which struck the firm to wipe out all the impetus behind VW's motorsport programmes.

A privately-run Polo R did compete in national events in Austria while some of the early chassis were converted into cars to contest the World Rallycross Championship. Johan Kristoffersson has used a Polo to claim three WRX titles.

Much like the new hybrid era of 2022, the World Rally Championship was facing a new dawn in 1997. Group A regulations, which had swept into the WRC when Group B was suddenly axed at the end of 1986 following Henri Toivonen's fatal accident on the Tour de Corse Rally, had been the mainstay. While they were effective, they were very tame compared to what had gone before.

Group A cars were also quite restrictive in terms of the homologation requirement for manufacturers. The new World Rally Car rules for 1997 were designed to address that. The rules were opened up so that manufacturers were no longer tied to the features from the base road model.

The two-litre turbocharged

Subaru Impreza, fitted with Pirellis, featured a six-speed stick shift and tipped the scales at 1230kgs. The Prodrive-built cars were handled on a full-time basis by Colin McRae while the second car was split between Piero Liatti and Kenneth Eriksson. A private version was entered for Frederic Dor. Liatti won on the car's debut in Monte Carlo and Eriksson was also a two-time winner.

In the end, McRae, who prevailed on five events – including three back-to-back at the season's close – came up just a point short in the title chase in the new evolution of the Impreza after a dramatic Rally GB where the wheels literally came off Tommi Makinen's challenge, although sixth for the Mitsubishi Lancer man was enough.

# 2 Subaru Impreza WRC97

**Result: 27.3%**



McRae came within a hair's breadth of the title



Austin Rover would certainly win prizes for sustainability as, when it decided to enter the all-action world of Group B with a Metro designed to shake-up the baby car's staid reputation; it took a V8 Rover lump, chopped two cylinders off it and stuck it in the middle of the hatchback.

The grey matter at Williams Grand Prix Engineering put its brainpower towards the car, which was unusual in that it featured a normally aspirated motor rather than turbocharging, which was the fashion at the time. That is what gave the distinctive bark of the 450bhp machine as it cut a swathe through the forests.

The five-speed, four-wheel-drive machine first appeared in development form in 1984 on national events in the hands of Colin Malkin and Tony Pond. The car was ready for the top-flight at the end of 1985 and Pond, along with Malcolm Wilson, entered the RAC Rally. Third place for the former flattered to deceive as the hatchback was soon outmoded. A selection of eight drivers who handled the car in 1986 would not trouble the podium again due to poor reliability. As Group B was parked, so was the Austin Rover Group's activities in rallying.



## 4 Ford Escort Mk2

Result: 6.9%



Ford's bog-standard family saloon, the Escort, had first appeared in 1967 and the fertile minds at the Blue Oval's competitions department realised success in sport would help create the Escort legend.

The Mk1 claimed a high-profile win when Hannu Mikkola secured the spoils on the London to Mexico World Cup Rally on the car's debut but it was when the RS1800 version of the second-generation Escort broke cover that rallying was about to change.

In a period from 1975 through to 1981, the front-engined rear-wheel-drive car was a match for the best in the

mixed surface discipline.

The first victory in the top-flight came when Timo Makinen powered his machine to RAC Rally victory in 1975 and the final came in 1981, when Ari Vatanen and David Richards secured the 1000 Lakes win on the way to the World championship.

But it isn't just the car's exploits on the biggest stages that cemented the fans' love for it. Perfectly balanced handling and the thrill-a-minute sideways style of driving means that the Ford Escort Mk2 is a favourite of the clubmen and it is simply the car to have in historic rallying.

The initial results with the two-litre Opel Manta were disappointing because, up against the best rally machines of the day, the Cosworth-tweaked engine simply lacked the grunt to shine.

There was a simple solution: bore out the block until it reached 2.4-litres and stick a 16-valve head on the top. That solved the problems and the rear-wheel-drive machine was a competitive proposition – certainly at national level.

The Group B writing was on the wall and the Manta was unable to compete at the World championship level. The car made its debut in the 1983 season with Ari Vatanen and Henri Toivonen

as its most prolific exponents, although they would swap between the Ascona 400 and the Manta throughout the campaign. Indeed, the Manta's first podium – one of only two the model would achieve – came on the RAC Rally with Jimmy McRae at the controls. Its final podium came on a punishing Safari Rally in 1984 when Rauno Aaltonen secured second spot.

While its World Rally Championship glories were slim pickings, the Manta became a favourite on national events. It claimed two British Open Rally Championship titles with McRae in 1984 and Russell Brookes in 1985.





# SUBSCRIBE AND SAVE

## YOUR LIMITED TIME SUBSCRIPTION OFFER

UK DIRECT DEBIT SUBSCRIPTION OFFER!



TRY A SUBSCRIPTION TODAY

# PAY JUST £23.99

# FOR 6 ISSUES

\*Fast Ford publishes 13 issues per year, annual subscriptions also available. Other UK offers and overseas postage also available. For full details visit [shop.kelsey.co.uk/FTF](http://shop.kelsey.co.uk/FTF)

**VISIT:** [shop.kelsey.co.uk/FTF22HA](http://shop.kelsey.co.uk/FTF22HA)

**OR CALL OUR SUBSCRIPTIONS TEAM**  
**AND QUOTE FTF22HA**

**01959 543 747** Hotline open: Mon-Fri 8:30am-5:30pm



# SPECIAL! 12-PAGE INSIGHT INTO UP-AND-COMING STARS

THE VOICE OF BRITISH MOTORSPORT

# MOTORSPORT NEWS

## CONTINUING THE SHARP RISE



*He beat the Formula Ford Festival's stars, now Jamie wants the title p24*

We pick out some of the names who are going to make a splash in 2022

## HERALDING THE NEW GENERATION



By Matt James

Welcome to the Motorsport News Rising Stars special, where we take an in-depth look at some of the home-grown talents from across the racing and rallying landscape ahead of what will be a highly competitive season.

Across all disciplines of motorsport, there is nothing more satisfying for a spectator than to pick out an up-and-coming talent and watch them make their way through the ranks to the point where they can fulfil their potential. Sometimes the fans get it right, sometimes they get it wrong, but following the progress is one of the most pleasurable things in competition.

Motorsport News and its experts are in the service parks, pits and paddocks all year round and we have hand-picked some of the drivers with the most potential for 2022. We are looking forward to seeing them in action this year and we hope you keep your eyes out to watch the development of our chosen ones.

**Contents, p20**

### SHORT OVALS

## TEENAGED DREAMS IN HOT RODS

*Why Perry Cooke has glory in his sights p22*



### BTCC

## REALISING A DRIVING AMBITION

*Touring car star Jake Hill on his biggest year yet p30*





# YOUNG DRIVERS



There are plenty of rising stars ready for break-out seasons in 2022

## MANY REASONS TO BE CHEERFUL FOR 2022

**T**he British motorsport landscape has, for so long, been renowned for unearthing future talents across all disciplines of racing and rallying. The healthy nature of all of the UK's competitions mean that only the best of the best can prevail, and that guarantees that they have the attributes to perform at a much higher level.

To watch talents that have been earmarked at an early stage take their steps up the motorsport ladder is thrilling for the fans as much as it is for the drivers themselves. Naturally in motor racing, as in every other branch of sporting endeavour, not all of those who are deserving of breaks further along the path are granted the opportunity – be that through back luck or the dreaded lack of finance, a curse that strikes far too often. Indeed, it is that jeopardy of who will make it and those who won't which mean the achievements of those who make it to the top are even more spectacular.

In this special, we have scoured a wide range of disciplines to pick out those who we think we will be writing an awful lot about over the course of the next nine months. None of the drivers we have selected have success guaranteed to them, but they are all working exceptionally hard behind the scenes to give themselves the best launchpad possible.

Other drivers will spring from the mid-pack and lay down their credentials too, which is why nailing our colours to a particular mast this early is fraught with danger – but that hasn't stopped us putting our collecting necks on the chopping block.

The best way to keep tabs on our picks and the validity (or not) of their inclusion is to keep reading Motorsport News throughout the season. By the end of this campaign, you will discover if we are all being forced to eat humble pie...

**Matt James**  
Editor, Motorsport News  
matt.james@kelsey.co.uk



# CONTENTS



## OVALS AND OUTSTANDING FOR TEENAGED TALENT COOKE

Why the Hot Rod racer Perry Cooke is aiming for the sport's biggest prizes **P22**



## TAKING A RACING STEP BACK IN TIME TO POWER FORWARDS

Samuel Harrison will attempt one of the UK's toughest series in 2022 **P23**



## USING THE NATIONAL RACING PLATFORM TO MAKE A MARK

We look at three drivers who are set to write the UK headlines this year **P24**



## ARMSTRONG MAKING THE RIGHT MARK ON JUNIOR WRC

How the WRC3 Junior battler looks to turn promise into a crown **P27**



## FIGHTING ON ALL FRONTS FOR RACING SUCCESS

Racer and rally man Frank Bird has numerous opportunities ahead **P28**



## GRABBING A SEAT AT THE BTCC'S VERY TOP TABLE

Jake Hill is ready to turn his education into tin-top results in 2022 **P30**



# GOOD LUCK FOR THE COMING SEASON



FROM ALL AT  
 **Nelson Street Properties**  
 07836674973



## SPECIALIST RACE ENGINE BUILDING

DYNO TESTING - ROLLING ROAD TUNING  
 - PURPOSE BUILD RACE ENGINES

ENGINE SUB ASSEMBLY  
 SPECIALIST RACE ENGINE BUILDING  
 ENGINE DYNO TESTING  
 CYLINDER HEAD/CYLINDER BLOCK FACING  
 VALVE SEAT CUTTING  
 CYLINDER HONING  
 CYLINDER BORING  
 ROLLING ROAD  
 CRANK SHAFT BALANCING

**Phone:** 01761 232301  
**Email:** jamie@jbracingmotorsport.co.uk

Unit 17 Charmborough Farm | Rural Business Park | Charlton Road | Bath BA3 5EX


# ADVERTISING DOESN'T COST, IT PAYS

CALL RUSSELL ON  
**0 173 2 445 328**

OR EMAIL  
**RUSSELL@TALKMEDIASALES.CO.UK**



## Race Cars, Parts & Chassis Set Ups



# A1 Performance PRODUCTS

**01429 869888**  
**www.a1performanceproducts.com**











# RISING STARS — NATIONAL RACING



Jamie Sharp came out on top in star-studded Festival



Mills is ready to go for the new GB4 category

## YOUNG RACERS TO LOOK OUT FOR ON THE NATIONAL SCENE

Graham Keilloh talks to three rising racers who hope 2022 will be a big year

**N**ational racing has more than its fair share of driving talent, including plenty of younger drivers looking to make their way. Plenty of these can of course be found in the specialist junior championships including the junior single-seater categories, while the club racing scene also has plenty of examples. Motorsport News therefore has picked three up and comers to watch this year.

### Tom Mills, GB4

We quickly got our indication that Tom Mills was going places. The karting graduate, literally days after his 16th birthday, and with only two-and-a-half days' experience in the car from the previous summer, last May in his first car race took a fifth then a close second place at Silverstone's Jim Walsh Trophy Formula Ford 1600 meeting. And Mills continued his trajectory for the rest of the season, finishing fourth in the

National championship despite missing round one due to his age; winning twice in Snetterton's season closer. Then at the blue-riband end-of-year Festival and Walter Hayes his pace was that for the rest to beat, though foul luck cost him results.

Nevertheless it all set up Mills to rise alongside his dad's Kevin Mills Racing team to this year's new MSV Formula 4-level GB4 championship.

"I was really happy with last season," Tom tells Motorsport News. "After I missed the first round and all the pre-season testing I didn't expect to be up the front at all. I felt like there was no pressure because I was a rookie, and then the results just kept coming."

"I was fast at the Festival then a bit unlucky and the same at the Hayes, but those performances were enough to secure more funding for this season."

Mills feels he understands some of the reasons why he's been able to adapt so swiftly. "I've grown up around it," the FF1600 team boss's son says. "People talk about doing homework before they get there, watch the onboard

footage and stuff, that just came to me naturally because I'd seen so much onboard footage in my life and I've just seen Formula Fords so much.

"[Kevin Mills' Spectrum] was definitely the quickest car. There was a lot to learn about how to drive it but I didn't have to learn where I needed to go on the track [and it] helped me do the set-up."

"I'm quite good at adapting to changes. I think that came from karting really, I wasn't one of the drivers that did hundreds of laps and test days before the meeting, so I had to pick it up quite quickly in the morning of the pre-race tests, so I feel like that's carried through."

And for GB4, Mills is aiming high. "The championship is a realistic expectation, in testing

we've been one of the quickest almost all the time," he says. "But more and more names are joining like I've got to go against Alex Walker [Mills' 2021 team-mate], so there's a lot of experience as well joining. Our pace so far in testing has been promising in both wet and dry so I feel like the championship is there."

Mills and his team are quickly adapting to the new car too. "It's obviously a lot different than a Ford," Mills notes, "having to left-foot brake and slicks and wings and all sorts of things like that. It's got loads more grip in the corners. So it's been a massive learning curve with so many differences but it's been really enjoyable getting used to it."

"[The team is] trying to get their heads around the operation of the car, but they've been just fine. We're just trying to get our heads round set-up, like on the test days we've been changing loads of things, and it's been really good."

"We've been working really well together and I've been improving my feedback as well, so whilst I've been the [team's]

only driver my feedback has been really important with which way we go with car set-up."

The inaugural GB4 round is at Snetterton this weekend. "We're ready for it," Mills asserts, "we've done a lot of testing, so we're prepared and we're really looking forward to it."

### Jamie Sharp, Formula Ford

The landmark 50th Formula Ford Festival late last year was not short on big names, either in terms of returning stars such as Roberto Moreno, Jan Magnussen and Dennis Lind, or the many examples of more modern-day FF1600 royalty. But none of them won the highly dramatic final. That honour instead went to a 20-year-old who'd previously only won one Formula Ford race. That man was Jamie Sharp.

"It was probably the most exciting race I've ever driven in," the BM Racing man tells Motorsport News of the Festival crescendo. "It was definitely an experience being on that grid, everybody was driving very aggressively but it was all fair racing. It was a big crash halfway

through and then from there on it was anybody's race so I'm just glad it ended up being mine."

Sharp indeed led home an extraordinary slipstreaming train of cars at Brands Hatch, with the first 10 across the line (including the disqualified Neil MacLennan) covered by just 2.3 seconds.

Sharp has been competing in FF1600 since 2019, having previously raced in British Formula 4 for two seasons. Regarding his Festival breakthrough, Sharp explains: "Mainly it was just relaxing myself more and not stressing out over how we were doing, just enjoying myself. That's the way I prefer to be and it's took a while to realise."

He'll take the learning into 2022. "That's the way I'm going to be this year," Sharp promises, "just a lot more relaxed and see how that plays out for us."

"[I'm] definitely maturing as I'm getting through the years, we just watched some footage from Silverstone International from two years ago, and it's just completely different driving style. So I'm looking forward to seeing what I can do with myself

**"Winning the title is unfinished business"**

Jamie Sharp



Photos: Jakob Ebrey, Mick Walker



and the team this year, seeing how we can improve more and get more out the car.

“100% I’ve just got to believe in myself that I can do it and staying calm, it seems to be a massive thing for me, because I used to over drive quite easily.”

Sharp credits his BM Racing team for helping him make this improvement. “Mainly the dynamic of this team has chilled me out quite a lot and it’s helped me understand things that I didn’t understand before quite a bit easier, we’re getting on with each other,” he explains.

And for Sharp, with his success, there was no doubt that he was going to stay in FF1600 and hunt for the National championship this year with BM.

“We’ve still got unfinished business,” he says, “with not winning the championship yet or even getting in the top three. And I couldn’t think of a better team than these guys [BM], they’ve always been spot on with us and always given me a perfect car so they were obviously the first choice.”

Sharp, though, by now doesn’t underestimate the task of coming out on top on Formula Ford’s high-quality grid. “I didn’t realise how tough of a championship it was going to be the first year [I did it],” Sharp recalls, “but now I definitely understand the level of drivers that’s in the championship and there’s no doubts that going against the top guys in the series it’s some seriously good drivers but it’s always been the goal to get that championship and it still

is; it’s definitely the main thing on our minds.”

Sharp has ambitions further ahead too. “I didn’t really come in to start racing just as a hobby for the rest of my life,” he notes, “there’s always been that want and drive to get a career out of motorsport. That would be an ideal goal for me.”

**Connor O’Brien, Mini Se7ens**

Mike Jordan, taking part in a Motorsport News readers’ Q&A earlier this year, gave a perhaps surprising answer when asked what was the most satisfying win of his career. He chose his Mini Se7en triumph at last year’s Donington Park season closer. This was in part due to the quality of his opponents, and he singled out one in particular.

“The young lad Connor O’Brien won the other race that day,” Jordan noted. “One race was wet, and we all went out on dry tyres, and he blew us away. He could go a long, long way.”

“Oh wow, brilliant,” 25-year-old O’Brien says when MN tells him of Jordan’s praise. “The last race of the season, it was unreal, there was six cars going for the lead and even the cool-down lap we were six wide.”

O’Brien’s rise through the Mini ranks has been regular and sharp, since in late 2016 when his uncle, watching Mighty Minis racing with him at Silverstone, suggested O’Brien could have a go himself.

O’Brien started racing in Super Mighty Minis the following year. “I basically spent the whole of that year crashing, learning

the limits,” O’Brien admits.

His salvation came from an unlikely source. “I got a steering wheel and stuff for my PlayStation and I was on Gran Turismo and I spent the whole winter doing that. Weirdly enough it taught me a lot of car control and on a different game as well, and I could do a lot of the tracks that we were doing.”

Quickly in his 2018 sophomore year, the difference was evident. “It was the first qualifying and it was wet, and I got second and everyone was like ‘what the hell?’ Because I was finishing basically last nearly every race in the last year,” O’Brien recalls.

He won 2018’s title, then moved to Mini Se7ens and its entry-level S-Class. “Mini 7 S-Class is pretty similar to the Super but it’s more of a race car,” he says.

“It was a brilliant new challenge and Scott [Kendall], who I worked with, he’d moved over while I was racing in Supers then he won the championship in the S-Class so then the year after we had sister cars, the same colours and liveries.

“And it was a good year to spend just catching up to him because he’s always been fast, and I never thought I’d be as quick as him and then towards the end of that first year I ended up beating him three or four times. Over the season the car just got quicker and quicker.”

O’Brien, in S-Class, again won the title in year two, then moved on again, this time to the main Se7ens contest for last season. And again his debut year was one of progress: he finished

fourth in the championship and took two late-season race wins, including the one Jordan eulogised.

And O’Brien hopes for this second Se7ens season, budget and sponsors willing, he can continue the pattern of his career so far.

“This past year was just like another learning year,” O’Brien notes, “[it] seems like I have a learning year then win a championship, so hopefully this will be the year.

“I remember the first race in the Se7ens it was another eye opener because it was so hectic and the car revs up to 9500 revs and everything’s going mad at the same time.

“I had an earlier race in the year where I couldn’t drive it in the wet, and then at the second-to-last race at Donington it was tipping it down and I won by seven seconds so it was just such a difference compared to how I’d learnt the car again, and hopefully it can be something that we can push into this year as well.”

He also has further ambitions in Mini racing, potentially in Miglias and Appendix K historic Minis.

And, whatever happens, O’Brien reckons the Se7ens will be worth watching. “I’d say it’s the best club-level racing in the UK,” he says. “I might have bias but I’ve had numerous people say it especially when we’ve been on with touring cars and stuff, they always say it’s the best racing, they say it’s better than the touring cars sometimes.” ■



O'Brien impressed Mike Jordan (88) in Mini Se7ens



Sharp feels a mental change led to his Festival triumph



Mills after turning 16 immediately ran at the sharp end



# NationalDay

Sunday 28 August 2022



**DoningtonPark**

Book your tickets by visiting  
[www.nationalday.co.uk](http://www.nationalday.co.uk)

**RS**  
OWNERS CLUB

Ford

Formed in 1980 by a small group of enthusiasts, The Ford RS Owners Club has grown into an International Car Club catering for all RS Models Built by Ford since 1968. Members of the club are involved in many branches of Motorsport and we have a very high standard of Concours Competition within our ranks

The Club has a very active summer events schedule with local groups holding Regional Concours events the length of the Country, whether you enjoy looking at excellent standard or modified RS Cars, into the sound system scene, require performance parts or auto jumble, the regional shows make a great day out for the family or enthusiast alike

The RSOC is delighted to be able to sponsor Jon Armstrong in his JWRC 2022 season. Rally Sport is at the core of the club, it's the name, the brand and runs deep in Ford's heritage of racing. To be involved in the sport, sponsoring such a great young rally competitor is extremely exciting. The relationship between Jon and the Ford RSOC runs deep and back to Jon's childhood.

Jon will be attending the RSOC's National Day, Hosted at Donington Park Circuit, East Midlands, on Sunday 28th August 2022. Following amazing feedback from our 2021 event, we will again be bringing you a Live Action Arena with BMX and Trials bikes performing stunts and alongside a Free-runner, but this time a much bigger display. We will also have back by popular demand the Dodgems to keep the bigger kids entertained.

0e479381-0069-45af-b2a9-c0a37e1e14de



# YOUNG DRIVERS – INTERNATIONAL RALLYING

Photos: FIAERC.com, mcklein-imagedatabase.com



A win in WRC3 Junior was the perfect start



Northern Irishman has left no stone unturned to drive



Armstrong has already sampled WRC2s with two outings

## JON ARMSTRONG: I'M READY TO GRAB MY WRC CHANCES

Why one man's burning ambition has put him back on the road to success. By **Matt James**

**T**he nursery slopes of the World Rally Championship can be a daunting place for a young hopefuls. With so many talents chasing so few seats at rallying's top table, just making an impression can be a tough job. That is even more difficult when there aren't deep pockets to delve into.

Jon Armstrong knows all about the trials and tribulations of trying to make a name for himself. The Northern Irishman, who is 27 years old, has been on the international trail since making his WRC event debut in Spain, 2015. Third place in the Drive DMack Cup in a Ford Fiesta R2T with two class wins in Poland and Spain one year later meant he was within touching distance of the crown and it provided a great springboard.

However, limited resources meant that he was only able to enjoy a couple of WRC2 outings during the following seasons. A 14th place in class in Germany was followed by ninth in Spain in a Ford Fiesta R5. But the more bitter pill was around the corner in the Junior WRC in 2020 when a huge accident on the season-opening round in Sweden

knocked the stuffing out of his campaign, quite literally.

That crash, plus limited budget and the Covid-based pause in competition, meant that it would have been very easy for Armstrong to park his ambitions and go and look elsewhere for his thrills. But he is determined to make it.

This year, at the wheel of a Ford Fiesta Rally3 car in the revamped WRC3 Junior battle, he has already shown that his determination deserves a reward. He took a stunning victory on the season-opening Rally Sweden to banish any bad memories and put himself firmly in the spotlight again. He has taken the win in his stride – as a driver with his experience might – and now he is only looking forwards.

"It has been a really good start to the year, but the difficulty now is to keep that going," he tells Motorsport News. "I wasn't expecting to win in Sweden and sure, we had some luck with some of the other crews having issues but we had done a good, smart rally and we showed strong pace – and we managed to beat a Finnish driver on a snow event, so that was a brilliant feeling."

"We need more of those sorts of results to keep the momentum going – I need to, because I struggle to do the events, let alone go testing. Sure, I know



Armstrong took part on Rally Azores to gain mileage

now that I can go to rallies and I can win [without going testing], but I need everything to fall into place for me."

The spectre of running out of cash is never far away. His day job is as a developer with computer gaming firm Codemasters – which produces the DiRT rallying game – and that has opened some doors for funding, but putting together a campaign for this year still relied on some ingenuity from the driver himself, who took to social media to make ends meet.

"I had a set amount of backing

from my sponsors but it wasn't enough for the full season – but my sponsors were quite clear that they wanted me to do a full campaign," he says. "So I set up a crowdfunding page because I didn't know who else to ask. Thankfully people came forward and supported us – we just need to keep that support behind us now."

Armstrong was out of luck on last weekend's European Rally Championship-counting Azores Rally when his Fiesta retired with mechanical trouble after a watersplash on the third stage. But he knows the focus

will be back on him when the second round of the WRC3 Junior campaign takes place in Croatia late in April. The driver himself has high hopes.

He says: "I am looking at Rally Croatia and I know I can win there – but it is not like a normal Tarmac rally – it is quite slippery and dirty and the surface is quite polished, which means there isn't much grip between the surface and the road. It feels quite unnatural. But we will have a strong charge. On the gravel events [later in the programme], I feel quite comfortable but you have to measure the risk versus the rewards on those events."

"Greece will be tough and it is the last round of the series, so there are double points on offer – so even if the next two or three events don't go totally to plan, I could still go into Greece in September with a good chance of winning the championship if it goes my way. But I want to be right in the heart of the fight anyway."

Proving a point in the junior division this season would not only mean silencing any doubters, it is also crucial for Armstrong's aims of making it to the very top of rallying. Having sampled WRC2 already, the driver thinks that a lot of the legwork has already been done. This year is a reset and he is

starting the progress towards the top level all over again.

"It probably is a make-or-break season for me," says Armstrong. "I don't really know what the plan is for next year. It all depends on backing, but if I won the junior title this year, that would give me four fully paid-up drives in WRC2 for the following season. That means I have to win the title this year to keep moving forward. I think already this year I have shown that I am a more professional driver but if I want to keep moving up the ladder then I need to claim that title."

"If I wasn't getting the results this season then that wouldn't be good. But I feel I am getting towards the upper limit [in terms of age] of getting into a higher class of the WRC. It is still all to play for and I am showing good potential, but it is still a big journey to the top of the WRC, which is the ultimate goal, of course. Everyone knows it is a tough level to get to and that is not only because of the limited opportunities or the budget, but also because it is so competitive. To get there, you need to be good and have experience too. My goal is to get to WRC2 in the short term and see how it goes. But my aim is to get myself into a WRC car and show what I am worth."

● Additional reporting  
Graham Lister









**A Day With JWRC Driver - Jon Armstrong**  
**1-2-1 Tuition for 8 Under 25s**  
**Bont Rally Stage (SY25 6BJ) - June 26th**  
[www.slipandgripautomotive.co.uk](http://www.slipandgripautomotive.co.uk)

**SLIP & GRIP**  
**AUTOMOTIVE**  
**Bont Dolebolion**  
*Rally Stage*

**ClassicFord**

**CLASSIC FORD**  
**TRACK EVENING**

**WEDNESDAY 11<sup>th</sup> MAY • 4pm - 8pm**

**CADWELL PARK**

**BOOK  
YOUR CAR  
IN FOR  
£129\***

[www.classicsworld.co.uk/classic-ford-track-evening](http://www.classicsworld.co.uk/classic-ford-track-evening)

\*Booking fee applies. Under 18s must be accompanied by an adult.  
Drivers must adhere to the track rules and regulations. Warning motorsport can be dangerous.

**CLASSICS**  
**WORLD**

0e479381-0069-45af-b2a9-c0a37e1e14de







# 13 ISSUES FOR £13 \*

SAVING  
75%

# SUBSCRIBE NOW

- Great value
- Great content
- Don't miss out

- Motorsport News is the go-to place for opinion, reaction and results from the weekend's action. Our experts are in the service parks, pits and paddocks to bring you the very latest.
- The Reader's Question section features the big names responding directly to your queries.
- Motorsport News focuses on all that is great about British motorsport, from grassroots to the top flight.



## VISIT [SHOP.KELSEY.CO.UK/MTSJUL21P](https://shop.kelsey.co.uk/MTSJUL21P)

## OR CALL: 01959 543 747 AND QUOTE MTSJUL21P

HOTLINES OPEN MONDAY – FRIDAY 8.30AM – 5.30PM. CALLS ARE CHARGED AT YOUR STANDARD NETWORK RATE

\*Full terms and conditions can be found at [shop.kelsey.co.uk/terms](https://shop.kelsey.co.uk/terms). Offer applies to UK subscribers only when paying by direct debit. Your subscription will start with the next available issue with your first 13 issues charged at just £13.00. Payments will continue to be taken at the low rate of £29.99 every 3 months thereafter. You can cancel your subscription at any time and no further payments will be taken. Overseas and other offers available at [shop.kelsey.co.uk/MTS](https://shop.kelsey.co.uk/MTS)

0e479381-0069-45af-b2a9-c0a37e1e14de



## FEATURE

# ALASTAIR CALDWELL

## AFTER EIGHT HOURS AS CLEANER I MADE MYSELF A MECHANIC

There's little run of the mill about the '70s McLaren chief, business pioneer and classic rally enthusiast, and he tells **Graham Keilloh** about his exploits



Caldwell has won out in many fields

**T**here is very little ordinary about Alastair Caldwell. It is extraordinary enough that he was a stalwart of 1970s McLaren, on the frontline for the team's first Formula 1 golden age of World championship victories with Emerson Fittipaldi and then, as immortalised, with James Hunt.

But in Caldwell's case you can add that he started at McLaren as cleaner, the only job he could get there and then after just arriving in England from his native New Zealand, but within a day he'd made himself a mechanic. And soon he was running the team.

Caldwell later had spells in F1 at Brabham in 1979 to 1981, and briefly with the ATS team, before he moved on to bestride another sector altogether, and as a pioneer, by becoming the first in Europe to establish a self-storage business.

And it's not just with his business that he's kept himself occupied since his F1 days, as he also indulges a passion for classic car rallies, and has even done them with his late mother Dorothy who got into the Guinness Book of Records as the world's oldest navigator. Plus Caldwell even got involved in Hollywood's treatment of Hunt's 1976 title showdown.

As our latest very special guest for our Motorsport News Q&As, Caldwell explains much of this and more in answering the questions submitted by MN's readers. And with it all, it seems right to start at the beginning.

**Question: Where did your passion for cars and motorsport come from?**  
Alex Smith

**Via email**  
Alastair Caldwell: "Well I didn't realise it but probably from my childhood, my mother came from a family that was into cars in a big way, I had an uncle, Peter Scott Russell, who was the commentator at Silverstone, a director of the BRDC, and did the Mille Miglia twice in the '50s. But I wasn't aware of this, I was

in New Zealand kind of divorced from all this, I didn't really realise I had English family who were into cars and motor racing.

"But when I was a small child I loved mechanical things and I became an apprentice mechanic in New Zealand just as a way to get out of going to school. My father said I had to go to the university and have a degree or a trade so I decided that a mechanic would be the best because mechanics got to drive cars, and I love driving cars.

"So I was an apprentice mechanic and I was very very good at it, almost farcically good at it, when I was 18 I was working on the Queen's Rolls-Royce and the Prime Minister's Jaguar, at the Post Office in New Zealand, I was their best mechanic and I was only 18. And then my brother [Bill Caldwell] went motor racing and my friends had all gone motor racing. A guy called Howden Ganley: he went to high school with me and he bought a racing car and I looked after it and we used to do the Tasman Series it's called, we had this fantastic thing where the Europeans used to come and do a series of races in New Zealand and Australia called the Tasman Series and we locals could get cars and race against them, so you got to race against Graham Hill and Jim Clark and [Lorenzo] Bandini and whatever, because they were bored to tears in Europe so they used to come in the winter time and do this Tasman Series.

"So we literally raced against Jim Clark, and my brother got into motor racing cars and he bought a little Lola and raced that for a season in New Zealand and I was his mechanic, this was after working with Howden Ganley who had a Lotus 11, and then he decided to go off to Europe. So he went off to England like most New Zealanders do, called the big OE, big overseas experience, so he wanted to be World champion, when we were at high school at 15 years old he used to tell me how he was going to be World champion.

"I worked on his Lotus 11 which is like a Lola Mk1, so I worked on that for two seasons then he left and went off to England and I worked on my





Caldwell (r) was key in 1970s McLaren team

brother’s car and then he bought a single-seater, a Brabham, but sadly he killed himself in it, he had a race in Teretonga in the last Tasman race of that year. So that detuned me a bit.

“But after a while I got a bit bored and I thought well OK I was already married, 19 years old, I already had two small children, and despite this handicap I decided that I would go to Europe and try and be a professional motor racing mechanic. A lot of Australasians were already in grand prix racing, you had [Chris] Amon, [Denny] Hulme and [Bruce] McLaren, so three of the grand prix drivers were New Zealanders, and then you had Brabham as well, so there was a big Australasian influence in both in the drivers and the teams, the mechanics and so on, and they used to come on the Tasman Series and they would say to me ‘oh Alastair, you should come to Europe, you’ll get a job alright’.

“So I flew to England and got myself a job with McLaren’s instantly as a cleaner because they had no jobs

**“I went over and said ‘can I give you guys a hand?’”**

**Alastair Caldwell**

as mechanics, but I only worked as a cleaner for eight hours and, after eight hours, I made myself into a mechanic and the next day I was a mechanic, so I only worked as a cleaner for one day.

“And of course the rest is history, wasn’t very long before I was running the team, and then managed to win the World championship twice. [I] never really featured in any of the books or anything or the films because I’m not a grandstanding prick like they are these days, so I didn’t go up on the podium stupidly or get involved in any of the publicity, I didn’t really like journalists, but I did win the World championship twice and come second twice. In the ’70s it was either McLaren’s or Ferrari’s, it was them or us.”

**MN:** You say you started as a cleaner at McLaren and within a day you were a mechanic, so how did that happen?

**AC:** “Oh because I started in the morning as a cleaner, and I worked a day as a cleaner and then at 1700hrs I was meant to go home and I didn’t go home because there was a race car with some mechanics working on it including Tyler Alexander. I didn’t know who he was but he was a director of the company and he lived with Bruce, he literally lived at Bruce’s house, and a guy called Wally Willmott who was a New Zealander [and] Mike Barney.

“Anyway I went over and said ‘can I give you guys a hand?’ And they said ‘oh yeah sure’, in fact I know exactly what they did, they got me to change the ratios in the gearbox, and it was not a gearbox I’d ever worked on before but I didn’t say ‘oh I don’t know how to do that’, I said ‘OK’ so I took it to bits and then I searched the factory for the ratios

*continued on page 34*



Emerson Fittipaldi was Caldwell's favourite among the Formula 1 World champions he worked with



FEATURE



Caldwell went to Brabham to work with Murray



Caldwell won three F1 drivers' titles, two of them with McLaren



Caldwell was keen to know if he can keep up with racing drivers...

because they didn't tell me where those were and I didn't want to ask them, it took me an hour or so but eventually I found them in the truck.

"And I changed the ratios and then I said 'what else?' So they just kept on giving me things to do, and at 0300hrs Tyler Alexander said 'oh we're going to go home now', so I said 'OK when do you get to work?' And he said about 0715hrs. So I was living in Gerrards Cross, I'd only been there for three days, I'd only just arrived in England, so I walked home to Gerrards Cross, so I wouldn't have got there until probably, I don't know, 0400hrs, and I had a couple of hours' sleep then I asked my aunt—I woke my aunt up—I got her to drive me back to Colnbrook [to the McLaren factory].

"So when Tyler got to work I was sitting on the wall outside. And he said 'morning' and I said 'hi', and took me inside and gave me more work to do on the race car, and so when Harry Pearce who was the works manager got to work he walked past and Tyler said to him 'oh Harry you need a new cleaner, this

**"I would never have worked for someone as erratic as Ferrari"**

**Alastair Caldwell**

bloke's a mechanic'. So that was it, so I worked for eight hours as a cleaner and then the next day I was a mechanic and within weeks I was running the race team, it didn't take me long. I didn't get the job for years but I actually did it right from early on and it didn't take me long. And my first race was the Italian Grand Prix in '67 and I went there with a guy called Mike Barney and I drove the truck right across Europe, and that's a whole saga in itself but that's another story."

**Question: In the early '70s you had Hulme, [Jody] Scheckter, Fittipaldi and Hunt all at different stages of their careers but all World champions. But who did you enjoy working with most and who was the quickest in their prime?**

**Simon Hill**  
**Via Twitter**  
**AC:** "Well I would say Fittipaldi [I most enjoyed working with], Fittipaldi was a very good all-round driver, keen, interested and good company so yeah Emerson.

"I wouldn't say he was quickest, the quickest would have been James probably but James was lazy and not that good a company for me. [He] was very amusing to have around, but yeah best all-round driver of that list for me would be Fittipaldi."

**MN:** What was it like when James first joined the team?

**AC:** "Oh it was very good because we had no idea how good he was because we were thrust on him and he was thrust on us, because of circumstance. His team collapsed, because Mrs Hesketh stopped funding it, and our driver [Fittipaldi] quit because he decided to take the money and go and drive for Copersucar which was obviously going to be a disaster for

him from a driver's point of view but obviously financially not. So James was thrust upon us and it worked out very well, he was on pole in the first race which was very good."

**Question: If Ferrari had made you an offer to work for them in the 1970s would you have left McLaren to go and work for them?**

**Adam Stokes**  
**Via Facebook**  
**AC:** "No, no, I wouldn't have worked for Ferrari. My knowledge of Italian was minimal and [Enzo] Ferrari was always a man with no morals and given to whims which he had enacted so I wouldn't want to work with someone who was as erratic as Ferrari."

**Question: What was it like at Brabham with Bernie Ecclestone?**

**Alexander Cameron**  
**Via email**  
**AC:** "Oh it was strange, it was very different from McLaren's. McLaren's was a benign team, where everybody was treated with great respect and care and management, Teddy [Mayer, team boss], was held in contempt by the workforce whereas Bernie ruled with a rod of iron, in a really I'd say atmosphere of fear but was worshipped by his employees.

"So one of my favourite sayings in life is the opposite's the truth, so Bernie didn't treat, or didn't appear to treat, his staff well but they loved him, and Teddy treated his staff very well and they didn't love him, so as I say opposite in life's always the truth.

"So it was very different, but I went there to work with [designer] Gordon Murray because I thought Gordon Murray was a genius, so I wanted to





Caldwell these days is a classic rally perennial

work with him and I did and I won the [1981] World championship again with [Nelson] Piquet, so I won three World championships and one of them was with Piquet but I won't get any kudos for that because Brabham's are very very careful to make sure nobody gets any kudos except them."

**Question: You spent some of 1981 at ATS with its notorious boss Gunter Schmid, what was that like?**

**Jim Bowie**  
Via email

AC: "Well it was interesting, everybody said he was a madman and don't go and work for him but I went to see him in Germany face to face and had a very good talk to him, and he was a highly intelligent clever man who knew a lot about grand prix racing."

"And we talked about a budget which all seemed to be very good so I couldn't believe that the guy had this reputation for being a lunatic because face to face he seemed extremely nice. So I agreed to run his race team for a season, but soon the reality set in, he just wouldn't pay the money, he wouldn't pay the budget, so the budget that I'd arranged which was enough money I thought to do this thing properly, he didn't send the money."

"So trying to run the race team was a nightmare because you were trying to fend off creditors all the time, not run the race team. So after a while I got sick of it and stopped doing it. And fortunately that got me into my storage business because I thought well I don't want to go motor racing anymore, I've had enough of this, what could I do instead? So I decided to do the storage business and that turned out to be a very good decision. I was the first person to do self storage in Europe, and it turned out as I

say to be a brilliant decision."

**Question: What made your late mum a good rally navigator?**

**Auto Tradition / Racing Spirit**  
Via Twitter

AC: "Oh she was a natural. She was a clever intelligent woman who could read a map and read a road book, interpret it, read the tripmeter, you have a very accurate tripmeter in the car, and can read road signs with no glasses at the age of 98."

"She was a very good navigator, she wasn't a passenger, and she enjoyed doing it, it was a pleasure for us to rally together. It was no concession by me, I took her on a VSCC [Vintage Sports-Car Club] rally in my Rolls-Royce to see whether she enjoyed it or not and she enjoyed it a lot, she had a really nice time."

"And the very first morning we came to T-junction and the roadbook said clearly to turn to the right and I could read it in my peripheral vision, because I've got peripheral vision, I could see it was to the right, and she said 'oh we go to the left here dear', and I said 'are you sure mum? The book says to the right', she said 'no no, it's the left', so we went left and sure enough the next instruction was correct and so when we got to the morning tea there were lots of very upset navigators who'd gone miles the wrong way and they were all complaining about the book and she said 'oh no, nobody within their right mind would have turned right, it was obviously left' [laughs]. So she was good at it right from the start."

**Question: Your rally in the Rolls with your 100-year-old mum was the stuff of legends. How did it come about, and**

**how great a time did you both have? And I'm sure I made you a rollcage for a rally car once...**

**Martin Short**  
Via Facebook

AC: "It came about because she used to come and stay the summers with me. So she was staying, she used to stay in my house in the summertime and I used to rally all the time with other women and I suggested that we try this VSCC rally, and on a Sunday in the pouring rain and we went in the Rolls-Royce because the Pre-War car she would have got soaked, it was my Alfa Romeo which has no roof, so I asked if we could use the Rolls-Royce and the VSCC said yes you can do the rally but you won't be in the results, but I said we don't want to be in the results anyway."

"So we went in the Rolls-Royce and that's when she showed to me that she could do it [the navigator role]. And then by sheer serendipity the next year her big sister was going to be 100 years old at St Louis in America and she asked me if I would send my Rolls-Royce to the 100th birthday to use as the ceremonial car."

"So I had a look at the rally calendar and there happened to be actually a thing called the Trans-America, which is a huge rally, it was starting in New York the day after the 100th birthday. So I called her [his mum] and said do you fancy doing this rally, which was a month long [rally] right across one side of America to the other. [She said] I'd love to, so that's what we did."

"I took the car to America, I drove it up to St Louis, we did the sister's 100th, and then the very first thing we had to do was drive the car 600 miles from the birthday in St Louis to New York for the start and so her first day in a long-distance rally was 600 miles, and she had no trouble at

continued on page 36



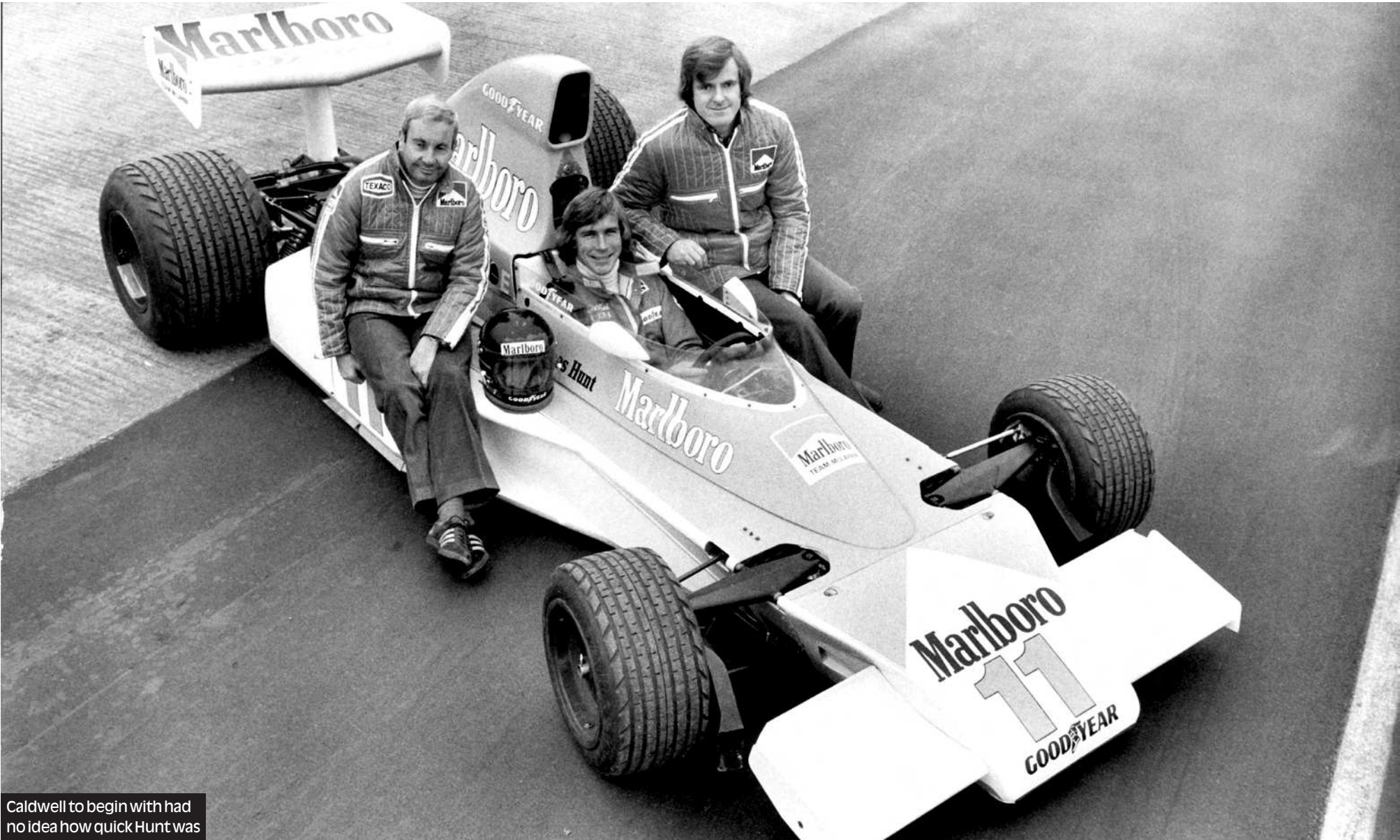
Mother Dorothy quickly showed that she was a navigation natural



Caldwell rates Hunt as fast plus amusing to have around, but lazy



FEATURE



Caldwell to begin with had no idea how quick Hunt was



Caldwell in more recent times with James Hunt's son Freddie



Caldwell quickly became an integral part of travelling McLaren team

all. And off we went, we did the whole rally and she starred, she had a lovely time, everybody liked her.

“And so we did several other rallies, we went to Burma, we went to China, we did another Trans-America which started in Nova Scotia and went down to California, so we did lots of long-distance rallying with her, the final one I think she did when she was 98 was we did New Zealand and she was great. Also it was in the Guinness Book of Records as the world’s oldest rally navigator, and she died last year at 103 and Willy Cave was the world’s oldest rally navigator for a while but he’s gone and died now as well.”

**Question:** Ask him about his club racing exploits driving in the Hankook Porsche 924 series in the 1990s. I was racing in the series at the time. Great value series at the time.

**Jonathan Nix Via Twitter**

AC: “I forgot all about that, golly, yeah I did that for a season. I did it for a season and I did it for a reason because I wanted to see if I could keep up with other racing drivers, because I’d never been a racing driver and I did lots of rallies and was successful in rallying but when you rally you’ve got no idea how fast you are because you’re never in a comparable vehicle, the other people might be in the same car as you but have a different engine and different tyres and different everything, so there’s no comparison at all.

“So I looked at one-makes series where I thought I could see if I could keep up or not and I chose the Hankook Series because the cars weighed 1000kg with the driver, so you could be a fat old f\*\*\*er like me and the teenagers would have to ballast their cars, and the engine

was absolutely fixed, you weren’t allowed to tune the engine at all, which is where all the money goes, as soon as you’re allowed to touch the engine it costs a fortune, so it was a very cheap series to do. And Hankook supplied the tyres for free and you had to use their tyres so that whole thing made the whole thing very cheap.

“And so I did 11 races to make sure that I got to upgrade my licence, because I wanted to upgrade my licence from B to an A, whatever, you had to 11 races. So I managed that and I never won one but I did come second, my best result, and the people who won obviously cheated but I never worked out how they cheated.

“People cheat, people cheat in grand prix racing, they cheat in every form of competition, they cheat in Olympic running when they’ve got shoes and shorts, they still cheat, so you know cheating is an endemic human behaviour, people can’t stop themselves from doing it. And so these guys in this Hankook Series were cheating, but as I say I don’t know how they were cheating.

“Didn’t matter, I managed to keep up pretty well. And so I convinced myself erroneously probably that in fact I’m not a bad driver, because of this wonderful way into the Hankook Series, so I stopped, sold the car and never raced again. Because racing is really boring, just going round and round in circles in the same place, I just can’t see it as an activity, just seems so dumb arse to me.

“[They were] quite nice guys [in the Hankook Series] and I managed to have a couple of shunts, in fact you weren’t allowed to race the car damaged and so that meant every Monday morning after the race I had to take the car down to my local panel beaters and get them to

straighten it out because it wasn’t possible to race and finish in the first four without having contact because there was a huge amount of contact because the engines were all the same so the speed down the straight was [similar].

“So Hankook Series was just to see if I could keep up and I could, and it was also amusing because a lot of people spend a lot of time and a lot of money on it and, a bit like my rallying, I enjoyed the fact that I could beat them even though they had trucks and two mechanics and a team manager and all this shit and I could just turn up on my own with my car on a trailer on the back of my cart and beat most of them. I was consistently in the top six or something.

“I had a couple of big accidents, one in particular at Snetterton which was really spectacular but I was OK [laughs]. I even got to talk to the stewards on a couple of occasions but on both occasions I was absolved, I didn’t have my fingers rapped but I had a lot of laughs actually in my short motor racing career.

“The other thing I like is I sold [my 924] to some guy, I finished second so he bought it and went off to Oulton Park with it the next weekend and finished 22nd again because he always finished 22nd, so he rang me up and said what did I do to the car? And I had done nothing to the car, the car was exactly as it had finished at Brands Hatch, it was still on the trailer untouched. So I said ‘nothing much I just changed the engine, the brakes, the steering, the tyres’, ‘oh’ he said ‘see you bastard I knew’, but he’d finished 22nd in the car because he was going to finish 22nd in whatever car he was in. So anyway Hankook Series was quite a good laugh.”

MN sets the scene: Caldwell worked as





Mayer (l) treated his staff well but was "held in contempt"

a consultant on the famous 2013 Hollywood film *Rush*, based on Niki Lauda and James Hunt's 1976 F1 World championship showdown, and also had a cameo role in the film as an FIA official.

**Question: How did your role in the *Rush* movie come about?**

**Derek Fleming**

**Via email**

AC: "Well for years as soon as the '76 season was over people started talking about films and so on, but all of them seemed to be just flaky, not very serious. And then many years later these guys rang me up and sent emails and I kept putting them off. And then I said 'who is the director?' And they said Ron Howard. So I said 'oh, I know who he is'.

"So they asked me to go to London for a meeting so I went and Ron Howard was there and the script writer and so on and though the script writer had written a script which was totally all odds to reality, they employed me as a consultant on the film. So I consulted them on the film and they promised they would put me in the film and I realised that was to keep me hanging around because filming is the most incredibly boring thing.

"So I was involved in the making of the film *Rush*, and I was a consultant on it and of course Stephen Mangan plays me in the film, but he doesn't look at all like me, they didn't have to make anybody look like me because nobody knew what I looked like anyway. So yeah *Rush* was annoying because it didn't relate to the real story at all but it was just entertainment so it was a good movie."

**Question: What is AC doing today to fuel his tanks?**

**Jonathan Gill**

**Via Instagram**

AC: "I'm just doing what I've always done. I still own a couple of [storage company] big buildings but I sold the majority of my company and so I just float around with my old cars and go rallying, that's what I do."

MN: So when do you think your next rally is going to be?

AC: "Oh it's quite soon, but I damaged myself at Christmas time, so I'm still recovering from that. So otherwise I would have been off in Australia and New Zealand or whatever for the winter time which is what I do, I don't normally stay in England for the winter.

"But end of April I'm doing a rally called Roman Roads in Rome run by a company called Triskelion, and then I'm going on a boys' trip to the American Grand Prix which is quite amazing, I've never done that before in my life but I've been invited by a friend who's got a house in Florida to go and stay with him in his house in Florida and go to the American Grand Prix in Miami and he's rented a suite overlooking the circuit kind of thing. So I'm going to go to the American Grand Prix as a spectator and then on a boys' trip for quite a long time in the first half of May."



Caldwell says the *Rush* film was "totally at odds to reality" but it worked on the entertainment front

**"Mum was a natural navigator, it was no concession"**

**Alastair Caldwell**



# RALLY REPORTS

RALLY NORTH WALES: BY PAUL LAWRENCE

MARCH 26

Photos: Paul Lawrence



Edwards had a physically demanding drive



Elliott was just delighted to survive the event

## EDWARDS HANGS ON FOR TRYING WIN

### The Fiat 131 came to the fore in North Wales, but an incident-filled rally caused tempers to fray

It took a mighty effort from British Rally champion Matt Edwards to finally give the Fiat 131 a first victory on the British Historic Rally Championship on Saturday's Rally North Wales.

A tough and dusty day in the Welsh forests marked a turning point in the story of the development of the Fiat project from Rally Sport Developments. However, the rally will also be remembered for some awful stage conditions that drew widespread condemnation from competitors. Harvesting work and temporary road repairs caused a gaggle of retirements and inflicted damage on many cars. Broken wheels and punctures were rife as most crews just tried to get their cars to the finish.

Two loops of four stages started in the little used, in recent times, Pantperthog and it was soon apparent that survival and keeping four tyres on the car was the key. Ben Friend's rally was effectively over in a couple of minutes with a double puncture while Barry Stevenson-Wheeler took a corner off his Escort Mk2 against a rock within two miles.

Nick Elliott and Dave Robson set the early pace and arrived back in Dolgellau for service with a seven-second lead over RSD team-mates Edwards and Hamish Campbell as the Fiat crew battled with suspension damage.

The second run through Pantperthog was a bizarre stage with a yellow flag and punctures for several of the leading crews. While Henri Grehan/Dan Petrie

won the stage, Elliott backed off when he encountered a rolled Adrian Hetherington. But Edwards was not able to take a profit as he was shown a yellow flag and cruised out of the stage, losing 20s to Grehan but only 8s to Elliott.

Next were the two Dyfi stages and Edwards went into maximum-attack mode, taking full advantage of the Fiat's ability to ride the rough better than the Escorts. In six miles, Edwards clawed back 17s to take the lead by two seconds and added nine more in Big Ray, the second Dyfi stage. Another five seconds in Gartheiniog ensured a 16s victory for the Fiat.

However, this was not an easy day in the office for Edwards as damage to the sump guard from a massive boulder impacted the

steering rack and made the steering incredibly heavy. Co-driver Campbell had to hold the car in fifth gear on the straights as Edwards needed both hands to manage the steering.

"That was the most difficult physical experience I've ever had," said Edwards. "We pushed very hard and I couldn't do any more." Elliott was simply relieved to have survived. "We had to pick our way through and finish," said the new BHRC points' leader.

Third overall was a good result for Roger Chilman and Patrick Walsh. "We don't want to be going much quicker than that," said Chilman after team boss Meirion Evans rolled out. Only five seconds down on Chilman was Grehan after a tremendous

RESULTS			
BHRC Rally North Wales			
POS	DRIVER/CO-DRIVER	CAR	TIME
1	Matt Edwards/Hamish Campbell	Fiat 131	48m19s
2	Nick Elliott/Dave Robson	Ford Escort Mk2	+16s
3	Roger Chilman/Patrick Walsh	Ford Escort Mk2	+34s
4	Henri Grehan/Dan Petrie	Ford Escort Mk2	+39s
5	Adam Milner/Roy Jarvis	Ford Escort Mk1	+1m38s
6	Chris Skill/Brian Hodgson	Ford Escort Mk1	+2m01s
7	Rudi Lancaster/Guy Weaver	Ford Escort Mk2	+2m34s
8	Ben Smith/Steven Smith	Ford Escort Mk1	+3m11s
9	Alan Walker/John Connor	Ford Escort Mk2	+3m15s
10	Rob Dennis/Andy Boswell	Ford Escort Mk2	+3m21s

**Class winners:** B4: Bob Bean/Mike Curry (Ford Lotus Cortina); C1/C2: Milner/Jarvis; C3: Smith/Smith; C4/C5: Skill/Hodgson; D1/D2: David Hopkins/Tony Vart (Talbot Sunbeam); D3: Conrad Bos/Geoff Crabtree (Ford Escort Mk2); G2: Lancaster/Weaver.

performance while the remarkable Adam Milner and Roy Jarvis took fifth after another giant-killing day in their 1600cc crossflow-engined Ford Escort Mk1.

Notable casualties among the 19 historic that didn't finish were round one winners Matthew Robinson and Sam Collis who lost their propshaft to a massive rock.

#### TOP OF THE CLASS

### Bean there, done that: veteran picks up another Cortina class win

Simply surviving the conditions was enough for Bob Bean and Mike Curry to add another Class B4 win in their Ford Lotus Cortina on a day that really was not suited to the pre '68 cars.

Dry and fast stages didn't play to the obvious strengths of Adam Milner and Roy Jarvis but they still blitzed Class C1/C2 in their humble Escort Mexico.

"We went out in the morning on soft compound tyres," said Milner of a car that is usually light on its rubber. A puncture and rear brake problems failed to derail another sensational performance.

Son-and-father team Ben and Steven Smith maintained their excellent form despite a

puncture in the second Pantperthog and bent steering in Big Ray, and still won Class C3 for the Pinto cars in Category 2.

Having survived a close encounter with a fresh air corner in the first Pantperthog, Chris Skill and Brian Hodgson turned in a fine performance to claim Class C4/C5 in their Escort Mk1.

Among the Category 3 cars (pre

'81), David Hopkins and Tony Vart had a good day in their Talbot Sunbeam to win the 1066cc division. The best of the class battles was in D3 for the Pinto-engined Escort Mk2s where relative rallying novice Conrad Bos and co-driver Geoff Crabtree pipped Mike Reed and John Millington by just seven seconds after a big attack over the second



The Smiths (father and son) were well inside top 10

#### MODERN SECTION

### Hirst gets that winning feeling back again after three seasons

Three years after taking his first outright win, Matthew Hirst repeated his 2019 success as he and Declan Dear won Rally North Wales in their Ford Fiesta R5.

After making a steady start on SS1 in Pantperthog, it was James Williams/Jamie Edwards who set fastest time in their Hyundai i20 R5 ahead of Dylan Davies/Mark Glennerster's Skoda Fabia. Unfortunately, Williams retired soon after, and Hirst leapfrogged Davies into the lead after setting his first fastest time in Dyfi 1. Despite a

big moment on the next stage, Hirst set another fastest time, before giving second best to Davies in Garth 1, the leading two drivers both struggling with tyres that were too soft.

With harder rubber fitted, it all clicked for Hirst who went on to set fastest time on all four of the repeat runs of the mornings tests to secure the win. Davies settled for second as he ran out of tyres, while Tom Llewellyn/Dale Bowen took a fine third after a drama-free run in their Mitsubishi Mirage.

Despite slowing for a yellow flag on one test, Robert Ceen/Peredur Davies were able to finish fourth in their Fiesta, while John Caine/Andrew Sankey had a problem-free run to fifth in their Subaru.

**Simon Gronow**

**Results**  
1 Matthew Hirst/Declan Dear (Ford Fiesta R5) 43m 57s; 2 Dylan Davies/Mark Glennerster (Skoda Fabia R5) +24s; 3 Tom Llewellyn/Dale Bowen (Mitsubishi Mirage); 4 Robert Ceen/Peredur Davies (Ford Fiesta); 5 John Caine/Andrew Sankey (Subaru Impreza); 6 Bob Morgan/Ade Williams (Skoda Fabia R5); 7 Benjamin

Ceen/Dylan Thomas (Ford Fiesta); 8 Lewers Firth/Shawn Lapper (Subaru Impreza); 9 Paul Walker/Geraint Thomas (Subaru Impreza); 10 Boyd Kershaw/Keegan Rees (Ford Escort RS). **Class winners:** W3 Hefin Lloyd-Davies/Rich Jones (Vauxhall Corsa); W4 Mathew Jackson/Sasha Heriot (Ford Fiesta R2T); W5 Gareth Edwards/Daniel Jones (Ford Escort Mk2); W6 Freddy Camp/Stephen Spear (Ford Escort: 1600); W7 Christopher Davies/Remy Thomissen (Ford Escort); W8 Gary Smith/Clive Jones (Ford Escort Mk1); W10 Dan Jones/Cyril Jones (Vauxhall Nova); W11 Kershaw/Keegan; W12 Ashley Davies/Sam Fordham (Ford Escort RS); W13 Caine/Sankey; W14 Ceen/Davies; A1 Mark Higgins/Claire Williams (Land Rover Bowler Defender 90).



Matthew Hirst turned the screw during latter stages



RACING REPORTS

Photos: Steve Jones

SILVERSTONE: BARC BY DAVID ADDISON

MARCH 26-27

THE STARS COME OUT TO PLAY AT SILVERSTONE



Anthony Reid was a winner in his Nissan

Two spectacular Super Touring races were the highlight of the BARC's Silverstone weekend, with Jason Minshaw (Volvo S40) and Anthony Reid (Nissan Primera) taking a win apiece.

Minshaw, Reid and John Cleland (Vauxhall Vectra) all took a turn in the lead of the opener, the trio joined by Colin Turkington (MG ZS) who scrubbed new tyres before mounting an attack. He soon jumped Cleland for third and then made his move for

leadership by taking second from Minshaw but leader Reid's race was over on lap four when a trackrod broke. Cleland fought Minshaw for the lead, but the Vectra suffered late-race transmission woes and retired, as did Turkington when the MG's head gasket blew. That allowed Tony Absolom (Vauxhall Cavalier) into second ahead of team-mate Darren Fielding in his ex-Ecurie Ecosse Cavalier.

Reid's Nissan was repaired for the second race and he took on Cleland, with Minshaw in the

mix. Again, the lead traded race-long but it was Reid ahead when it mattered.

Stephen Primett (Ford Escort Mk1) won both Pre 1983/1966 races, the second after stalling on the 31-car grid. Missed by all, Primett set off in pursuit and was helped by a safety car period to nab the lead from Mark Osborne (Triumph Dolomite Sprint) on the last lap. Pre 1966 honours fell to Piers Grange (Ford Mustang) and Alan Greenhalgh (Ford Falcon Sprint).

A delighted Rupert Deeth

claimed opening Mini Miglia honours from Aron Smith, while Andrew Jordan, hampered by the car jumping out of gear at the start of race one, soaked up pressure in the frantic second encounter to win from Smith and Deeth. Dad Mike did better in the Se7ens, winning both after hectic duels with Connor O'Brien and a massive slide on the opening lap of race two. Life was eased in the second after early leader Spencer Wanstall rolled at Vale.

Harry Hickton won both Junior Saloon races, the second a far harder fight from Harvey Dent who finally fell behind Travis Chapman.

Jamie Winrow was unstoppable in the Caterham Sigma 135 races, winning both after race-long battles with Tom Power. Reigning champion James McCall took third in race one but tangled with Marc Noaro at Stowe on the opening lap of race two, neither finishing. Another double was claimed by Harry Senior who prevailed in the Sigma 150 division with nearest

rival Stephen Clark eliminated by an errant backmarker on the last lap of race one. Clark built a lead of over three seconds in race two only for Senior to hunt him down and sneak the win.

James Card (E46 M3) was a double BMW race winner, his second victory coming without power steering and under attack from Brad Sheehan (E46 M3) who had a spin in the opener. Another double victor was Dave Griffin (BMW M3 E36) who ran away with both Pre-1993 touring car stanzas; Tom Robinson took both Jaguar Challenge victories.

Jason Davies (Ford Sapphire Cosworth) was unstoppable in the Classic Thunder races, taking two victories, while Malcolm Harding (Ford Escort Mk2) won the Blue Oval division in the opener.

Harding rolled in race two having been on the outside of a scrum involving Davies at the end of Vale. Yet the Escort rejoined and soldiered on to third in the division, won by Martin Reynolds (Ford Escort).

RACE WINNERS

Super Tourers

Race 1: Jason Minshaw (Volvo S40); Race 2: Anthony Reid (Nissan Primera)

Pre 2003 Touring Cars

Race 1 & 2: Gary Prebble (Honda Civic)

Pre 1983 Touring Cars

Race 1 & 2: Stephen Primett (Ford Escort Mk1)

Pre 1966 Touring Cars

Race 1: Piers Grange (Ford Mustang); Race 2: Alan Greenhalgh (Ford Falcon Sprint)

Pre 1993 Touring Cars

Race 1 & 2: Dave Griffin (BMW M3 E36)

Classic Thunder

Race 1 & 2: Jason Davies (Ford Sapphire Cosworth)

Blue Oval Saloons

Race 1: Malcolm Harding (Ford Escort Mk2); Race 2: Martin Reynolds (Ford Escort Mk2)

Jaguar Challenge

Race 1 & 2: Tom Robinson (Jaguar XJR6)

Junior Saloons

Race 1 & 2: Harry Hickton (Citroen Saxo)

Caterham Graduates

Sigma 135 Race 1 & 2: Jamie Winrow

Caterham Graduate

Sigma 150 Race 1 & 2: Harry Senior

Mini Miglias

Race 1: Rupert Deeth; Race 2: Andrew Jordan

Mini Se7en

Race 1 & 2: Mike Jordan

Kumho BMW

Race 1 & 2: James Card (BMW M3 E46)



Former British GT ace Mike Jordan worked hard for a brace of Mini Se7en wins

KIRKISTOWN: 500MRCI BY RICHARD YOUNG

MARCH 26

MURRAY PUTS IN A LEGENDARY PERFORMANCE FOR A WINNING TRIO

Photos: Gary Craig

The Legends cars topped the bill at the Kirkistown season opener last Saturday and got the year off to a truly frantic start. After an early red-flag stoppage and a grid reset, it worked better second time around.

Following seven hectic laps, Niall Murray took the flag by a whisker from fellow Formula Ford 1600 refugees Geoff Richardson and Peter Barrable.

It was the same story in the second race with Murray leading

Barrable across the line this time with Richardson third. In race three, Murray made it a clean sweep. Richardson took second spot ahead of his brother Greg.

Jordan Kelly was the main man in both Formula Vee races. He won the B race with ease from Donal Downey and Ger Byrne. Kelly then went on to win a tooth-and-nail fight with Lee Newsome in the A race, with defending title-holder Anthony Cross and Downey in hot pursuit.

Both Ford Fiesta Zetec races boiled up nicely in the closing laps. In the first, it was racing returnee Derek Graham who took honours from son Michael. In the second, Michael took the spoils by a bumper from Neville Anderson. Paul Stewart claimed third by an even smaller margin from Derek Graham.

The Formula Ford 1600 class, once the jewel in the crown, had a sparse entry with just eight cars in the field. However, they still provided plenty of excitement.

Race one went to David McCullough's Van Diemen RF01 after main rivals Dave Parks (Ray) and Noel Robinson (Van Diemen) tangled at the Chicane. Robinson recovered to finish in third spot behind Rob Parks, with top Pre-1990 runners

Brandon McCaughan and Alan Davidson next in line in their Mondiales.

Dave Parks shot ahead in race two with McCullough and Robinson right with him. The battle lasted for seven laps until Parks and McCullough tangled on the back straight, bringing out more red flags. Robinson emerged victorious in the four-lap restart from the Pre-1990 pair, with Davidson ahead this time.

Stephen Colbert took back-to-back GT wins with Gerard O'Connell's SHP Ford Escort, while a useful field of Roadsports provided Mark Crawford's Caterham with a race one win by a smidge from Jim Larkham (Radical), while Larkham reversed the outcome in race two.



Formula Ford man Niall Murray was three-time winner

RACE WINNERS

Legends

Races 1, 2 & 3: Niall Murray

Formula Vee

Race A & B: Jordan Kelly

Ford Fiesta Zetec

Race 1: Derek Graham;

Race 2: Michael Graham

Formula Ford 1600

Race 1: David McCullough (Van Diemen RF01); Race 2: Noel Robinson (Van Diemen JL012K)

Saloon/GT/Mazda

MX-5

Races 1 & 2: Stephen Colbert (SHP Ford Escort)

Roadsports

Race 1: Mark Crawford (Caterham); Race 2: Jim Larkham (Radical)



Stephen Colbert was the form man in the Ford Escort



FEATURE

MN POLL: RACING'S MOST MEMORABLE CRASH HELMETS

HOW TO VOTE

- Visit [fastcar.co.uk](https://www.fastcar.co.uk)
- Click on 'Motorsport News'
- Find your favourite and vote

A driver can express their individuality in so many ways – it is not only with the talent they display on the race track. And, foremost among the ways a driver can make a mark is their crash helmet designs.

In the modern world of motorsport, it is harder and harder to see the flashes of colour that were so identifiable in the past. It is particularly more difficult with halos and aeroscreens, although those are vital developments.

Another trend among the modern generation of racers is to swap designs to either dovetail with the demands of backers or to highlight any particular causes that they feel need highlighting.

We are on the hunt for your favourite designs, and we have narrowed down a shortlist to 10 – which was hard enough in itself.

Now it is over to you. We would like you to cast your eye over the ones we have picked out and select your favourites. Details of how to vote are in the special panel. Get thinking.

The lids are alright: The design of a driver's crash helmet livery is an important element, but which has been the best paint job?

THE NOMINEES



Mario Andretti's design evolved from the 1960s



Marco Andretti stays faithful to the paint job

**1 Mario Andretti**  
**Main colours:** silver and red  
The predominantly silver crash helmet had been a feature of Mario Andretti's early career even before he switched from an open-faced helmet to a full-face design in the late 1960s.

However, disaster struck at a Formula 5000 race in 1974 when his regular lid was stolen and he was forced to wear friend Johnny Rutherford's example instead for the event at Watkins Glen – a race that Andretti went on to win.

The idea for the chevron down the centre came from the logo of a sponsor in 1972, and Andretti Sr tweaked the colours and sported it thereon. It has also been further used and updated by son Michael and IndyCar-racing grandson Marco.

**2 Stefan Bellof**  
**Main colours:** Black, red and yellow  
Brilliant German star Stefan Bellof had served his apprenticeship in his domestic Formula Ford and Formula 3 championships. While his driving did the talking, his plain white crash helmet design meant he didn't stand out from the crowd in that department.

It wasn't until he joined the Maurer Motorsport Formula 2 squad in 1982

that he adopted the patriotic team's version of the German flag with a black background and red and yellow stripes. He stuck with that design as he moved into Formula 1 and, in 1984, the Tyrrell he was driving mimicked the livery philosophy, creating a gorgeous combination.

Belgian Thierry Boutsen used a similar design – again, incorporating his national colours – for his three grands prix victories.



Bellof: A proud German driver

**3 David Coulthard**  
**Main colours:** Blue with a white cross  
The Scots are a proud nation and the Saltire symbol has become synonymous with their racing exploits.

While Jackie Stewart's tartan band around the top of his lid was unmistakable, it was David Coulthard's bold design – which he used from his earliest days in karting and Formula Ford – that set the trend. BTCC champ John Cleland claims to have been the first to incorporate the St Andrew's cross, Coulthard's exploits in Formula 1 brought it to a wider audience.

Dario Franchitti has used a similar version to claim his major triumphs in the United States, allied to a cap doff to his Italian heritage. The style has been copied by many drivers in the lower levels of motorsport too, including the likes of 2005 British GT title winner Andrew Kirkaldy.



Dario Franchitti's version



St Andrew's cross is a signature

**4 Carlos Pace**  
**Main colours:** Dark blue and yellow  
It wasn't until late on 1971 that Brazilian Carlos Pace adopted the crash helmet colours for which he would become famous. His previous lid had been switched from a white version to one that had red on the sides but then he swapped over to the yellow arrow on the dark blue background.

Intriguingly, though,

the direction of the arrow was somewhat fluid. Until 1974, the pointed end of the arrows facing towards the front of the top of the crash helmet before they were reversed. The stripes then swept from the top of the lid, over the back and curled around the sides to point forwards. This seemed to bring him more luck and that was the design he used when he won the Brazilian Grand Prix in 1975.



Pace's design changed in time



Photos: mcklein-imagedatabase.com, Motorsport Images



Hamilton's Saudi stance

5 Lewis Hamilton

**Main colours:** Yellow  
It is a story that is common to other young racing drivers, but the inspiration for seven-time Formula 1 World champion Lewis Hamilton's bright yellow crash helmet came from his father Anthony. Hamilton Sr was Lewis' karting mechanic and wanted to be able to easily identify his driver when he was battling a pack on the tracks, and so the pair settled on the yellow colour. For Hamilton, who had been a fan of Ayrton Senna during his formative years, it was also a nice tribute to his hero. Hamilton has been through several different designs since then and even used his crash helmet to spread the message of equality when the F1 circus visited Saudi Arabia last season.



The seven-time World champ loves yellow



London Rowing Club colours were traditional

6 Damon and Graham Hill

**Main colours:** Dark blue and white  
In the early 1950s, Graham Hill sated his competitive instincts on the waters before he turned to petrol power.

He took part in more than 20 finals for the London Rowing Club – where the paddles feature a dark blue band broken by a white stripe – and was highly successful. He was part of an eight-man crew. When he decided to

go racing, it was natural to adopt the 'house' colours. Son Damon added to his dad's two World championships with another in 1996, and the colours were also used by Damon's son Josh when he sampled motor racing in the junior formulas.

Patriotic colours with Lotus in F1 in 1984



7 Nigel Mansell

**Main colours:** Red, white and blue  
When he moved into Formula 3 in late 1970s, the deal could not have been more patriotic for Nigel Mansell. The March team was sponsored by Unipart with its red, white and blue colours adapted from the Union flag. Recruit Mansell adopted the basis of that design for his crash helmet and it is a format

that stuck with him all the way through his career – which included the Formula 1 World title in 1992 and the Indycar crown in 1993. Mansell's trademarks were plentiful, from that home-grown colour scheme to the bristling moustache and even down to the red five he carried on the front of his Williams. He was perhaps the most brand-aware driver of his generation.



Mansell in British F3



Piquet Junior's crash helmet



New balls: nothing to do with tennis...

8 Nelson Piquet

**Main colours:** Red and white  
The three red teardrops on the white background are the colours that Nelson Piquet Souto Maior used from the very start of his karting career. The theory is that the teardrops were originally designed to represent tennis balls, as the racquet sport was one

that he also used to love. However, he has since debunked that idea. The design remained unchanged apart from two seasons of his F1 career when he was at Lotus and some parts of it were changed to yellow to reflect the Camel sponsorship. A version of the same design has been used by his sons Nelson Piquet Jr and Pedro Piquet.

9 Ayrton Senna

**Main colours:** Yellow, green and blue  
Ayrton Senna's crash helmet design became famous and it was the one his rival drivers said they feared seeing in their rear-view mirrors. The Brazilian wanted to stand out among the karting ranks and that is why he chose the colour, but the actual design was then modified by countryman Sid Mosca ahead of the karting World championships in 1979. Before that, Senna had been wearing a yellow helmet with a green stripe – the national racing colours of his homeland – but Mosca added the blue band emanating from the visor and encircling the helmet to further strengthen the identity of his country. It was the same design the entire Brazilian team wore at the karting showdown.



Karting legacy: Senna's colours



Stuck with the stars: Hans' lid

10 Hans Stuck

**Main colours:** Black and white  
When he was 20 years old, the young Hans Stuck decided to switch to one of the relatively new full-race crash helmets in 1971, he felt the plain colours of the design were far from

appealing. But rather than fork out on a new paint job, one of the German's friends came up with a quick and easy solution: a shower of adhesive stars that could be stuck onto the helmet around the visor to give it a distinct

and highly identifiable lid. The fearsomely quick driver stuck with the format throughout his racing career, which included 74 Formula 1 starts and two outright wins at the Le Mans 24 Hours.



## COLUMNIST

## DAN CAMMISH



*Our man at the BTCC pinnacle enjoyed his first BTCC hybrid outing*

Photos: Stuart Wing/Capture Your Car Photography

**T**he busy month of March. So busy in fact that this column is a week late. Now I am sure I could have squeezed in a few words to make the deadline, but I also wanted to bring you some updates on our British Touring Car Championship testing programme so I held off. Most notably, I wanted to let you know about the addition of the new hybrid system that all teams and drivers will run for the first time this coming season.

Last week's deadline fell just before my first taste of electrification, so it made sense to push back a week and let you know how I got on. Rolling out of the pitlane at Snetterton last week in my newly electrified Focus certainly felt like a big moment. Motorbase had been burning the midnight oil to get the car ready for testing and you could feel that this was no ordinary morning shakedown.

This was day one of a whole new era and a big step into the unknown for everyone. There is no more ballast sat alongside the driver (where the passenger would be) and it is replaced by a surprisingly large carbon battery box with two lights on top. Green means you're good to go; red not so much. From now on, the BTCC's handicap system will be based on how many laps of electric power you get per race and not on success ballast. Learning when and where to use that power is all part of the new challenge, as is dealing with the increased base weight of the cars. It now feels very similar to a 2021-specification car with the maximum 75kg of ballast.

After a quick install lap, I was back to the pits to check everything is as it should be. With the laptop plugged in, our engine partner Mountune set about fine-tuning the motor to the day's conditions while Tom, our data engineer, went to work on the new dash display. That, along with the rest of the hybrid system, is supplied by Cosworth Electronics. Tom has done a lot of work these past few weeks fine-tuning the display to show not only the right information but also the relevant information at the right time. This is something that will continue to



Cammish has now tried hybrid system

evolve as we learn more about the system.

Once that was sorted, it was time for the moment of truth. I headed back on track to scrub new tyres in preparation for faster laps later in the day while being given the green light to press the hybrid button when available. I say 'available', as certain parameters must be met to deploy: you have to be in third gear, be at a minimum of 120kph and at more than 45% of the throttle position. Once those conditions are met, the message 'Hybrid Available' appears on the dash and you can press the button for up to 15 seconds per lap. The system resets at the start-finish line.

I was a little concerned before the test that the system would be unreliable or more like a placebo where you press the button and can't really feel anything. But I needn't have worried. From start to finish the hybrid system was faultless, working exactly as intended right out of the box.

It is a testament to Cosworth, the development teams and Motorbase that has spent many hours ensuring the system is installed to the highest standards. You can also certainly feel its effects. Will you feel it if you're

flat on the throttle through every gear to the red line in normal conditions? Probably not. But you will pull each gear earlier and run into the limiter sooner than you would without it.

The best way I found to feel its effects was to select a higher gear and floor the throttle from lower revs. Press the button under these conditions and you can feel the car pick up like it is suddenly being blown by a strong wind. Certainly, it has enough go to pull out and get alongside if not pass a competitor who was not deploying hybrid power.

Will it make the racing more exciting? I don't think so, but BTCC is not lacking in that department. I think it will do a fine job in replacing the old ballast system with a more modern approach, while still mixing up the order and creating overtaking opportunities for drivers with more power.

In a nutshell it gets a thumbs up from me and I am looking forward to learning more about it. I only pressed the button a few times during the day – mainly on cool-down laps just to check its functionality and that it was still active should I need it. I was the only Motorbase car with the system, so we didn't want to skew our data with the added hybrid element. Working on car set-up was the goal for much of the day once the system had been proved.

By the time you read this we will have had a BTCC exclusive test at Donington so I am hoping to get a better understanding of how it works over a qualifying lap and in a race scenario. It will also give us a good chance to see how the competition are getting on. Hopefully they are a few steps behind us as I believe we were the first team on track outside of the development programme to run with hybrid. Until next time, cheers.



The BTCC cockpit is now a different environment



Team engineers have worked hard to perfect car

*"You can certainly feel the extra pick-up from the car with the hybrid power"*



# WHAT'S ON

## BOOK REVIEW

### Max – The Dutch Master By Andre Hoozeboom

Whatever you think of Max Verstappen, he cannot be ignored. Long established as a grand prix phenomenon, he of course just bagged his first F1 World championship and in the most extraordinary circumstances.

And an unauthorised Verstappen biography by Dutch F1 journalist

Andre Hoozeboom is just published by Evro Publishing, priced at £25 for the hardback. It was first released in the Netherlands in 2016 and has now been updated.

Possibly related to this fact, the book's at its best exploring Verstappen's pre-F1 days, which account for around half of its 267 pages. Max and father Jos's extraordinary commitment

is outlined, such as that returning from a kart race in southern Germany, when it started to rain, they did a sudden about turn to get more wet-track practice.

Verstappen's F1 time gets more light-touch treatment, and this applies to his championship year and the Abu Dhabi showdown.

The work also is an unabashed celebration of Verstappen,

asserting his strengths and often brushing over controversies. It also can meander.

This book will be appreciated by Verstappen fans but, given everything, including that there's almost certainly much ahead in the Verstappen story, you suspect too the definitive Verstappen biography will be provided elsewhere.

**Graham Keilloh**



The champion

## TV GUIDE



Who prevailed in 1986? Watch Sky and find out...

This forthcoming weekend is relatively quiet on the racing front but, just after it, Sky Sports F1 steps in with some retro Aussie Formula 1 action, for its build up to the following weekend's Australian Grand Prix.

It starts on Monday with highlights at 1900hrs-1945hrs of F1's first visit Down Under in 1985 at the wonderful Adelaide circuit, followed immediately at 1945hrs-2030hrs by the classic three-way 1986 title showdown. We won't

give away the ending...

Sky Sports F1's The Weekend Debrief looking back on last weekend's Saudi Arabia action is on four times today (Thursday), starting at 1130hrs-1200hrs.

The channel on Monday also has two hours of this weekend's GT World Challenge Europe from Imola at 2100hrs-2300hrs.

This evening on Freesports there's action from Tour European Rally's Italy season opener

at 2100hrs-2130hrs, then early on Sunday the same channel shows last month's second Asian Le Mans Series Abu Dhabi race, at 0900hrs-1000hrs.

You also can watch something a bit different, as the CBBC channel's My Life programme tells the story of a 14-year-old karter called Sandro pursuing his dream to become a professional racing driver and compete at Le Mans or in F1. This is on today at 1800hrs-1825hrs.

**Graham Keilloh**

## LIVE TV

### FERRARI CHALLENGE PORTIMAO

**Race 1:** Saturday, 1310hrs-1410hrs, Sky Sports F1

**Race 2:** Sunday, 1310hrs-1410hrs, Sky Sports F1

### NASCAR RICHMOND

**Race:** Sunday, 2000hrs-0030hrs, Premier Sports 1

## WHAT'S ON

### RALLYING SATURDAY

■ **Get It Sideways Stages (Down Ampney)**  
Cheltenham Motor Club (no spectators)  
Web: cheltmc.com

### SUNDAY

■ **Alan Healey Memorial Cadwell Park Stages**  
Border Motor Club (spectators admitted)  
Web: ahmr.co.uk

### RACING SATURDAY

■ **Oulton Park, Cheshire BARC meeting:** British Endurance, Praga Cup, Sports/Saloons, Legends **Starts:** racing 1000hrs (qualifying 0830hrs) **Admission:** adult £14, under 13 free **Web:** msv.com **Contact:** 0843 453 9000

### SATURDAY-SUNDAY

■ **Brands Hatch Indy, Kent HSCC meeting:** Formula Atlantic, Classic F3, Historic FF2000, Historic Touring Cars, Historic Road Sports, '70s Road Sports/'80s Sports and GT, Classic Clubmans, Formula Junior **Starts:** Saturday, racing

1500hrs (qualifying 0900hrs) Sunday, racing 1350hrs (qualifying 1000hrs) **Admission:** adult £14, under 13 free **Web:** msv.com **Contact:** 0843 453 9000

■ **Snetterton 300, Norfolk CSCC meeting:** GB4, Morgans, Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, Classic K, New Millennium, Turbo Tin Tops **Starts:** Saturday, racing 1300hrs (qualifying 0900hrs) Sunday, racing 1020hrs (qualifying 0900hrs) **Admission:** adult £14, under 13 free **Web:** msv.com **Contact:** 0843 453 9000

■ **Donington Park National, Leics MSVR meeting:** Sports 2000, 911 Challenge, Focus Cup, 7 Race Series, Porsche Club, Enduroka **Starts:** Saturday, racing 1225hrs (qualifying 0905hrs) Sunday, racing 0910hrs **Admission:** adult £14, under 13 free **Web:** msv.com **Contact:** 0843 453 9000

### SPORTING SCENE SATURDAY-SUNDAY

Lochgelly, Fife National Hot Rods European Championship **Starts:** Saturday 1700hrs, Sunday 1230hrs **Admission:** Saturday adults £20, concessions £16, children 12-16 £10, kids free Sunday adults £15, concessions £13, children 12-16 £9, kids free **Web:** hardieracepromotions.co.uk

### SUNDAY

Hendnesford Hills, Cannock **BrSFA F1 World Qualifying round, BrSFA F1 World Qualifying round** **Starts:** 1300hrs. **Admission:** adult £22, concessions (£6 and over) £20, children 5-14 £8, inside parking £10 **Web:** spedeworth.co.uk

*Correct at time of press. Check with organisers*

**WE NEED YOU!**  
GET INVOLVED WITH MN



**EMAIL**  
matt.james@kelsey.co.uk



**TWITTER**  
Updates:  
@MNMotorsport



**FACEBOOK & INSTAGRAM**  
Search for 'Motorsport News'



**DIGITAL ISSUE**  
See motorsport-news.co.uk



**WRITE TO US**  
Motorsport News  
Kelsey Media  
The Granary, Downs Court, Yalding Hill,  
Yalding, Maidstone Kent ME18 6AL



Rich Cranston snapped this Audi during a Donington test outing



Chris Ingram, by Richard Salisbury



Pushing hard, from Peter Atkins



Classic in flight, by Graham Lomax



Dean Chilvers was at Bahrain GP

Photographs must be of a good quality and please send no more than three images

## NEXT EDITION

**EXCLUSIVE READERS' Q&A**  
**CHRISTIAN DICK**

Speedworks Motorsport boss tackles the big questions head on



## OUT THURSDAY, APRIL 7

**MN CIRCUIT BATTLE REACHES BOILING POINT**

The single-venue dogfight heads to Cadwell Park



THE VOICE OF BRITISH MOTORSPORT

**MOTORSPORT NEWS**

**motorsport-news.co.uk**

Motorsport News  
Kelsey Media  
The Granary, Downs Court, Yalding Hill,  
Yalding, Maidstone Kent ME18 6AL

### EDITORIAL

**Editor:** Matt James  
Tel: 07884 117139  
Email: Matt.James@kelsey.co.uk

**Deputy Editor:** Graham Keilloh  
Tel: 07973 829291  
Email: Graham.Keilloh@kelsey.co.uk

**Reporter:** Nick Garton  
Nick.Garton@kelsey.co.uk

**Art Editor:** Mike Stokoe  
Tel: 07957 282340  
Email: mikestokoe@gmail.com

### Contributors

**Historics Editor:** Paul Lawrence  
**Rallycross Editor:** Hal Ridge  
**Columnist at large:** David Addison  
**Columnist and track tester:** Andrew Jordan  
**Technical Editor:** Carl Faux

### ADVERTISING

**Director:** David Lerpiniere  
Tel: 01732 445326  
Email: david@talkmediasales.co.uk

**Sales Director:** Russell Bedford  
Tel: 01732 445328  
Email: russell.bedford@talkmediasales.co.uk

**Ad Manager:** Natalie Harman  
Tel: 01732 446757  
Email: natalie.harman@talkmediasales.co.uk

### PRODUCTION

**Advert Production Manager:** Matt Ryan  
Tel: 01732 445755  
Email: Production@talkmediasales.co.uk

### MANAGEMENT

**Chief Executive:** Steve Wright  
**Chief Operating Officer:** Phil Weeden  
**Publisher:** Gareth Beesley  
**Finance Director:** Joyce Parker-Sarioglu  
**HR & Operations Manager:** Charlotte Whittaker  
**Retail Director:** Steve Brown  
**Audience Development Manager:** Andy Cotton  
**Senior Print Production Manager:** Nicola Pollard  
**Print Production Manager:** Georgina Harris  
**Print Production Controller:** Kelly Orriss

### SUBSCRIPTIONS

UK subscription and back issue  
orderline: 0845 241 5159  
Overseas subscription  
orderline: 0044 (0) 1959 543 747  
Toll free USA subscription  
orderline: 1-888-777-0275  
UK customer service team: 01959 543 747  
Customer service email address: subs@kelsey.co.uk  
Customer service and subscription postal address:  
Motorsport News  
Customer Service Team  
Kelsey Publishing Ltd  
Kelsey Media, The Granary, Downs Court  
Yalding Hill, Yalding, Maidstone Kent ME18 6AL

### DISTRIBUTION

Distribution in Great Britain  
Marketforce UK Limited,  
121-141 Westbourne Terrace, London W2 6JR  
Tel: 0330 390 6555

Distribution in Northern Ireland and the  
Republic of Ireland  
Newsread  
Tel: +353 23 886 3850

Kelsey Media 2022 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit <https://www.kelsey.co.uk/privacy-policy/>. If at any point you have any queries regarding Kelsey's data policy you can email our Data Protection Officer at [dpo@kelsey.co.uk](mailto:dpo@kelsey.co.uk).

**KELSEY media**

[www.kelsey.co.uk](http://www.kelsey.co.uk)



**Book your advert before 3pm Wednesday to see it in the next issue**



# Classified



**Telephone: 01732 446 755 Email: info@talkmediasales.co.uk**

**Motorsport News Classified** offers a fantastic opportunity to advertise to a uniquely motorsport based audience. Advertising with us puts your advert right in front of a very hands on and involved motorsport market.

**Brand New Private Seller Rates**  
**Lineage:**  
 25 words = £25 (£30 inc vat)  
 25 words + Picture = £35 (£42 inc vat)  
 Extra 10 words = £5 (£6 inc vat)  
**Full Colour 4x1 Box Advert**  
 £50 (£60 inc vat)  
 £10 per extra column cm (£12 inc vat)  
**Private seller Offer**  
 25% off when you book for 4 weeks

If you wish to advertise in the Motorsport News Classified please **call 01732 445325** or **email info@talkmediasales.co.uk**  
**Deadline: Wednesday at 3pm** (subject to change on Bank Holiday weeks)  
**Payment:** Cheques and postal orders should be made payable to Kelsey Media

## Address for advertising

**Motorsport News Advertising**  
**Talkmediasales**  
**Ground & 1st Floor Littleheath**  
**St Mary's Rd**  
**Swanley**  
**BR8 7FN**

## Important

The publishers reserve the right to refuse advertisements and do not accept liability for clerical or printers errors.  
 Terms for approved accounts strictly net within 30 days. The advertiser's name and address must accompany all advertisements, whether for publication or not.  
 Any advertisement received too late for publication and any advertisement received too late for inclusion in the current issue will automatically be inserted in the next available issue.

If you are a trade advertiser this must be indicated in your advertisement. Advertisers are also reminded that they are responsible for complying with legal requirements currently in force.  
**Six weeks notice** prior to issue date required for cancellation of any advertisement. All Verbal confirmation taken on the phone is binding.

**Cancellation and refunds** not guaranteed. Terms of acceptance of advertising are available on request.

## MARKETPLACE

**Goose Taxation**

Chartered Accountant & Tax Adviser for Motorsport Contractors, Freelancers and SMEs

Fixed fees • Your own dedicated accountant • Unlimited support

*With speed and accuracy –  
the amplified link to our motorsport interests*



**garry@goosetaxation.com**  
**0800 772 0956**  
**www.goosetaxation.com**

### WORKSHOPS/STORAGE

**UP TO 24' (7.3M) LONG**

Great for use as a garage/workshop or storage area for projects, etc

- Tough, triple-layer, waterproof cover
- Fully UV treated for long-term protection
- Heavy-duty, powder coated steel tubing
- Ratchet tightening to ensure drum-tight cover
- Includes ground anchoring system

**ZIP CLOSE DOOR**

★ ★ ★ ★ ★

"Great product and would highly recommend it, great value. Installed on my driveway to house my old car and does the job brilliantly."

See [www.machinemart.co.uk](http://www.machinemart.co.uk)

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIG81212	3.6 x 3.6 x 2.5M	£239.00	£286.80
CIG81015	4.5 x 3 x 2.4M	£279.00	£334.80
CIG81216	4.9 x 3.7 x 2.5M	£319.00	£382.80
CIG81020	6.1 x 3 x 2.4M	£349.00	£418.80
CIG81220	6.1 x 3.7 x 2.5M	£399.00	£478.80
CIG81224	7.3 x 3.7 x 2.5M	£489.00	£586.80

FROM ONLY **£239.00** EXC.VAT  
**£286.80** INC.VAT

LENGTH UP TO 24'

MODEL SHOWN CIG81212

**5 EASY WAYS TO BUY...**

**SUPERSTORES NATIONWIDE**

**CLICK & COLLECT OVER 10,500 LOCATIONS**

**TELESALES 0115 956 5555**

**ONLINE [www.machinemart.co.uk](http://www.machinemart.co.uk)**

**CALL & COLLECT AT STORES TODAY**



## PUMPS FOR PROFESSIONALS



**BUY GENUINE PRODUCT**  
 Quality ~ Reliability



**www.glencoeld.co.uk**



from **£38.67**

### POSI - FLOW PUMPS

- EFFICIENT
- QUIET OPERATION
- CORROSION RESISTANT
- 6,000 HRS LIFE CYCLE



from **£81.40**

### CYLINDRICAL PUMPS

- SOLID STATE ELECTRICS
- ROBUST DESIGN
- CLEANABLE FILTER
- ELECTRICAL SUPPRESSION



from **£52.66**

### CUBE PUMP KITS

- FUEL PUMP
- FUEL UNION
- FILTER UNION
- SOFT MOUNT KIT

from **£40.61**

### 'CUBE' PUMP

- COMPACT
- MOISTURE PROTECTION
- 6,000 HRS LIFE CYCLE
- 0.3mtr SUCTION HEIGHT
- 100HRS SALT SPRAY TEST



from **£90.78**

### CYLINDRICAL PUMP KITS

- 1mtr SUCTION HEIGHT
- 2 BRASS 90 DEG. UNIONS
- 1 RUBBER MOUNTING KIT
- REPLACEMENT FILTER



PRICES EXCLUDE VAT @ 20%

**Tel: +44 (0)1784 493 555**

**Email: sales@glencoeld.co.uk**

0e479381-0069-45af-b2a9-c0a37e1e14de



# MARKETPLACE

**QED**  
Full range of engine components for:  
**LOTUS FORD TWIN-CAM**  
**LOTUS 900-SERIES**  
**VAUXHALL XE**  
**VAUXHALL ECOTEC**  
**ROVER K-SERIES**  
Call or buy online!  
**QEDMOTORSPORT.CO.UK**  
**01509 412 317**

THE VOICE OF BRITISH MOTORSPORT  
**MOTORSPORT NEWS**  
TO ADVERTISE CALL  
**01732 446755**

**Rebuild Time?...**  
Fast and Reliable Delivery of  
Forged Pistons and Conrods  
  
**CARRILLO**  
*The Choice Connection*  
Have the pistons you need, not  
a compromise  
CALL: (0)1462 684300  
sales@cambridgemotorsport.com  
**Cambridge Motorsport Parts**  
Unit 5 Lacre Way, Letchworth, Herts, SG6 1NR. www.cambridgemotorsport.com

**DAVID AUBEN & ASSOCIATES**  
INSURANCE BROKERS  
**INSURANCE**  
  
**POLICIES FOR**  
✓ COMPETITION CARS  
✓ RALLY & RACE CARS  
✓ SERVICE VEHICLES  
**PHONE: 0161 440 7590**  
quote form on [rallycar-insurance.co.uk](http://rallycar-insurance.co.uk)  
Authorised and regulated by the Financial Services Authority

**COMETIC GASKET LTD**  
**Automotive Gaskets & Seals**  
  
Cometic is a leading worldwide supplier of gaskets and engine seal solutions for the auto performance, power sports, original equipment and re-manufactured engine industries. If you can't find the gasket you're looking for please get in touch and we will endeavour to find it for you.  
**www.cometicgaskets.co.uk**  
**Tel: 01638 779 119**  
**info@cometicgaskets.co.uk**

CompBrake-Motorsport THE UK'S LARGEST SUPPLIER OF TANKS & TANK ACCESSORIES...  
**BESPOKE TANK SERVICE**  
WE CAN MANUFACTURE ONSITE ANY SHAPE, SIZE & CAPACITY OF TANK YOU NEED!  
  
**FUEL TANK ALUMINIUM 20 GALLON CURVE**  
[H300mm x W300 x L900mm]  
**£299.99 PROJECT**  
CMB-FT-020R CUSTOM  
1 X OFF CENTER FILLER NECK [BAFFLED]  
**FUEL TANK ALUMINIUM 150 GALLON**  
[H610mm x W610mm x L1525mm]  
**£449.99 PROJECT**  
CMB-FT0150 CUSTOM  
1 X FAR SIDE FILLER + FORK LIFT BRACKETS [BAFFLED]  
**FUEL TANK ALUMINIUM 14 GALLON**  
[H300mm x W300mm x L700mm]  
**£199.99 PROJECT**  
CMB-FT014 CUSTOM  
INLET, 6MM OUTLET  
1 X FAR SIDE FILLER NECK [BAFFLED]  
**FUEL TANK ALUMINIUM 10 GALLON**  
[H250mm x W300mm x L600mm]  
**£159.99 PROJECT**  
CMB-FT010 CUSTOM  
1 X FAR SIDE FILLER NECK [FOAM FILLED]  
**WHATEVER YOU DRIVE, WE CAN MAKE A TANK FOR YOU!**  
**FUEL TANK ALUMINIUM 4 GALLON**  
[H150mm x W250 x L490mm]  
**£119.99 PROJECT**  
CMB-FT-004 CUSTOM  
1 X OFF CENTER FILLER NECK [BAFFLED]  
**FUEL TANK ALUMINIUM 17 GALLON**  
[H250mm x W300mm x L900mm]  
**£199.99 PROJECT**  
CMB-FT017 CUSTOM  
1 X CENTRAL MOUNTED OFF-CENTRE FILLER NECK + STRAPS [BAFFLED]  
**WATER TANK STAINLESS STEEL 85 GALLON**  
[H230mm x W750mm x L1860mm]  
**£599.99 PROJECT**  
CMB-FT015 CUSTOM  
INLET, 6mm OUTLET  
COMPLETE WITH BUILT-IN LEVEL SENSOR [BAFFLED]  
**FUEL TANK ALUMINIUM 18 GALLON**  
[H300mm x W300mm x L900mm]  
**£209.99 PROJECT**  
CMB-FT018-TW CUSTOM  
2 X FILLER NECKS + STRAPS [FOAM FILLED]  
**Quote SP329 when you call: 01744 895 888 www.compbrake.com**  
Compbrake Motorsport Ltd, Belvedere Barn Estate, Unit F1, Crank Road, Billinge, Wigan, WN5 7EZ Sales: [sales@compbrake.com](mailto:sales@compbrake.com) Technical: [technical@compbrake.com](mailto:technical@compbrake.com)



# MOTORFREE ADS

TO ADVERTISE VISIT

WWW.MOTORFREEADS.CO.UK



CURRENT LISTINGS

## BMW 850



**1991, 43950 miles, Auction.** BMW / 850 I Auto / Coupe / Red / Petrol / Auto / 4988cc / 43950 miles. 4 previous keepers, current since 2014. 7 service stamps up to 43,500 miles in May 2019. More photos on the Hobbs Parker website. To bid online please create an account on the Hobbs Parker website to be able to use the online bidding platform. Loads more high quality photos on the Hobbs Parker website. Please call 01233506266, South East. (T)  
113036

## PORSCHE 911



**1996, £125,000.** Porsche 911 Carrera (993) 1996 road/race car, N reg., 3.6 lt twin turbo, 6 speed gearbox, turbos recently rebuilt and fuel lines replaced. Engine 500 bhp (approx.) Brembo race brakes (road units also supplied). Gt 2 wide body kit fitted with 8x10x18" BBS alloys. Welded custom cage, fire eater system, air jack system (as per Brit car). Variety of race springs available, variety of split rims and spare set BBS alloys available at separate extra cost. Competed in AEMC and ASEM sprint championships and DOMC North Sports Saloon Championship and recently on display at the Porsche Colchester showroom. Please call 07860379440, East of England.  
112913

## ASTON MARTIN V8 VANTAGE



**2008, £34,950.** Model Aston Martin Vantage V8 4.3 Convertible Manual. Finished in Onyx Black with Black Mohair hood and Black leather interior with Red stitching. Only just turned to 70,000 miles with history. Please call 02085 679729, Greater London.  
113380

## LOTUS EVORA



**2018, £66,950.** Registered in March 2018 this Lotus Evora GT410 Sport is a very special car. Produced to celebrate the 70th anniversary of Lotus Cars' founder Colin Chapman's first ever vehicle manufactured. Quite fitting in that this particular GT410's 1st owner was Lotus Cars and a certain Mr. Clive Chapman used it for PR services. With only 20k miles and full Lotus service history, the car has been meticulously maintained whilst in the hands of Lotus Cars and of the most recent 2nd owner. This GT410 is finished in Empire Green paintwork that has been coated with PPF in key areas, with Carbon Fibre roof and boot lid, Black Alcantara interior door cards and dashboard complemented by the optioned interior colour pack in yellow. Highly optioned this car has Alcantara and Leather Sparco Seats (a £3.5k cost option), Alcantara steering wheel, air conditioning, cruise control. Please call 07577 575770, South East. (T)  
113393

## ROVER 2600



**1984, £8,995.** a-reg, lots of history, handbooks, mot. stunning. Please call 07895 675851, South West.  
112698

## JAGUAR E-TYPE



**1962, 10009 miles, £169,995.** Series 1 Roadster 3.8. Petrol, Manual, Old English White. Retaining its original colour combination of Old English White (Cream) with a contrasting biscuit interior and black hood and hood bag. This fine example has a 5 speed Getrag gearbox, a desirable option enabling high speed cruising. The car presents wonderfully today both inside and out. Please call 01798 874477, South East. (T)  
113105

## MG MGB



**1963, £35,995.** MGB FIA 1963 race/rally car. UK registered. In British racing green, works hardtop in white. Fitted Roll cage and competition harness. On competition wire wheels, 1840cc race engine, Weber, extractor manifold, close ratio overdrive gearbox, adjustable rear Armstrong dampers. Riguard seats, Motalita steering wheel. Currently LHD but can be easily converted if required. All fuel/brake/wiring routed inside car. Tank and sump shield and reinforced single box exhaust. Please call 01462 490049, West Midlands. (T)  
113111

## PORSCHE 3400



**2012, 66000 miles, £66,000.** Registered in 2012 this Porsche Boxster S 981 series is fitted with the desirable PDK 7 speed gearbox.

**Powered by the 3.4 litre flat 6 cylinder 'Boxer' engine, it is one of the last models available with this 6 cylinder engine, producing 315 bhp.** Finished in Platinum Silver metallic paintwork with a contrasting black leather interior, with under 66k miles this Boxster S presents in superb order throughout. Appointed with a high level of standard equipment this 981 Boxster will offer its lucky new owner a specification of electrically adjustable and heated seats for driver and passenger, Satellite navigation with PCM (Bluetooth audio streaming functionality), Bose sound upgrade, electrically folding mirrors and the rare option of the 'one touch' operation for the electrically folding soft top roof. In addition to the already striking interior is the optioned Porsche 911 Turbo S steering wheel with paddle shift. There are also the Boxster S 19" alloy wheels wrapped in the factory correct Goodyear Eagle 'NO' type tyres. This Boxster S 981 has been meticulously maintained having a full Porsche main dealer service history, the most recent being carried out in June 2021 by Porsche of Solihull. Clearly the four previous owners have all taken great care of this superb sports car. This Porsche Boxster S 981 offers the opportunity to own one of the desirable 6 cylinder engine Boxster cars before they became powered by the new 4 cylinder power plant. With its 7 speed PDK gearbox this Boxster S really is the perfect daily sports car, especially being that it is ULEZ compliant. Do call for more information or to arrange a viewing. Please call 07577 575770, South East. (T)  
113397

## PORSCHE 924



**£4,750.** Very Tidy Porsche 924 with 1 years MOT and ready to drive away. Its only done 53000 miles with mots to back up the mileage. The car has had a good bit of money spent on it since 2019 and it runs and drives very well. We have one set of keys, the V% and lots of old MOTs and receipts and a service book with stamps at 48500. 48600, 49000 and 50000 miles. Please call 01875 820527, Scotland. (T)



TO ADVERTISE VISIT:  
WWW.MOTORFREEADS.CO.UK

OR EMAIL:  
CARS@KELSEYCLASSIFIEDS.CO.UK

0e479381-0069-45af-b2a9-c0a37e1e14de



# WEB DIRECTORY

## ACCOUNTANCY

garry@goosetaxation.com

0800 772 0956

www.goosetaxation.com



Goose  
Taxation

## COMMUNICATIONS

Pit to Car  
Radio & GSM  
solutions

0044(0)1508 528837

www.raceradio.co.uk

**Autotel**  
**Digital Race Radio**

## ELECTRONICS

Vehicle  
Wiring  
Products

0115 930 5454

www.vehicleproducts.co.uk

## ENGINES

**CBR**  
CRAIG BECK RACING  
(GB)

Craig Beck Racing Ltd  
T: 07876 221 932  
E: craig@craigbeckracing.co.uk  
www.craigbeckracing.co.uk

**COMETIC**  
GASKET LTD

www.cometicgaskets.co.uk  
Tel: 01638 779 119  
info@cometicgaskets.co.uk

## ENGINES

GroupBmotorsport.com

Builder Street, Llandudno. LL30 1DR  
sales@groupbmotorsport.com

01492 339574

TRACK  
DAYCLASSIC  
MOTORSPORTMODERN  
MOTORSPORT

AUTHORISED  
REPAIR CENTRE

## EXHAUSTS

**SIMPSON**  
Race Exhausts

The Stainless Steel Rally Exhaust Specialists ...

Follow Us

twitter.com/SimpsonExhausts

Like Us

facebook.com/SimpsonRaceExhausts

01753 532 222 // www.SimpsonRaceExhausts.com

## GEARBOXES



Rally & Race Gearboxes,  
GearKits, LSD's and Driveshafts

T: 01782 280 136 F: 01782 269 913

E: sales@eliteracingtransmissions.com

visit: EliteRacingTransmissions.com

## GEARBOXES

**Gearboxman.com**  
COMPETITION TRANSMISSION SERVICES

Gearboxes and Axles for Road // Race // Rally // & more  
Telephone: 01582 840 008 Fax: 01582 840 007

## INSURANCE

**TRACK DAY INSURANCE**

Buy online in minutes - trackday-reis.co.uk

\*Conditions apply

0115 965 1020 / www.reis.co.uk / talk2us@reis.co.uk



\*Track Day Insurance Policy Conditions: Cover is provided for damage received on track only.  
Cover is not available for Nurburgring/Nordschleife. All conditions and benefits are subject to  
eligibility and underwriting criteria.  
Reis Motorsport Insurance is a trading name of Insurance Factory Limited. Insurance Factory Limited  
is authorised and regulated by the Financial Conduct Authority (No. 306164). Registered Office:  
45 Westerham Road, Sevenoaks, Kent TN13 2QB.

## OILS & LUBRICANTS

**witham**  
MOTUL  
OILS

**witham**  
Motorsport  
OILS

**MOTUL**  
Since 1857

www.withammotorsport.co.uk

## RACE & RALLY PARTS

**BURTON**  
The POWER to Perform

020 8518 9136

www.burtonpower.com

## RACE & RALLY PARTS

**Cambridge**  
Motorsport Parts

Tel: 00 44 (0) 1462 684300

www.cambridgemotorsport.com

## RACE & RALLY PARTS

**CompBrake**  
Designers in Motorsport

www.compbrake.com

+44(0) 1744 895 888

Please visit our website for a free catalogue

## RACE & RALLY PARTS

**orranje** orranje.co.uk

MINI Performance Parts, MINI Tuning & MINI Styling Products,  
for MINI Enthusiasts by MINI Enthusiasts.

@OrranjeP #orranje @OrranjeP /OrranjePerformance

## RACE & RALLY PARTS

**Rally Design**

www.rallydesign.co.uk

01227 792 792

## DRY SUMP

**PAC**

OIL PUMPS &amp; DRY SUMP SYSTEMS

www.pacepumps.co.uk

## TRAILERS & TRANSPORTERS

**WOODFORDTRAILERS.com**  
HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS

Tel: +44(0)1327 263384

sales@woodfordtrailers.com

## WHEELS

The Strength of Experience **speedline**



Tel: +44 (0) 1952 582 825



e-mail: info@speedlinecorse.co.uk | website: www.speedlinecorse.net

THE VOICE OF BRITISH MOTORSPORT

**MOTORSPORT**  
**NEWS**

**THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:**

**Russell Bedford**

Account Director

T: +44 (0) 1732 445 328

E: Russell@talkmediasales.co.uk

**Natalie Harman**

Account Manager

T: +44 (0) 1732 446 757

E: Natalie.harman@talkmediasales.co.uk

**Matt Ryan**

Advert Production Manager

T: +44 (0) 1732 446 755

E: Production@talkmediasales.co.uk

**TO ADVERTISE YOUR PRODUCTS AND SERVICES  
IN OUR NEXT ISSUE PLEASE CALL NATALIE HARMAN**

**01732 445325**





# NEW CUPRA FORMENTOR.

LET YOUR HEART CHOOSE FOR ONCE.

YOU CAN CHOOSE THE STRAIGHT PATH, LIKE ALWAYS.  
IT'S EASIER, LESS TROUBLE. OR YOU CAN CHANGE  
COURSE AND CHOOSE ANOTHER WAY, ONE THAT YOU'D  
NEVER HAVE THOUGHT TO TAKE. AND IF THAT FEELS  
RIGHT, THE NEW CUPRA FORMENTOR IS FOR YOU.

DRIVE ANOTHER WAY.

Official fuel consumption for the CUPRA Formentor range mpg (litres/100km):  
31.4 [9.0] – 235.4 [1.2]. CO<sub>2</sub> emissions 33-203 [g/km].

\*Figures shown are for comparability purposes; only compare fuel consumption and CO<sub>2</sub> figures with other vehicles tested to the same technical procedures. Figures may not reflect real life driving results. Data correct at May 2021.

[CUPRAOFFICIAL.CO.UK](https://www.cupraofficial.co.uk)



0e479381-0069-45af-b2a9-c0a37e1e14de